

# NACOmatic

Effective: 26-Aug-2010

Expires: 23-Sep-2010



(Your Airplane Picture Here)

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INSTRUMENT APPROACH PROCEDURE CHARTS



**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**AMES, IA**

AMES MUNI ..... RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 19  
RNAV (GPS) Rwy 31

NA when local weather not available.

**ANKENY, IA**

ANKENY RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 36

NA when local weather not available.

**ATLANTIC, IA**

ATLANTIC MUNI ..... RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

Category D, 800-2½.

NA when local weather not available.

**BRANSON, MO**

BRANSON ..... RNAV (GPS) Rwy 14¹  
RNAV (GPS) Rwy 32²

NA when local weather not available.

¹Category C, 800-2½; Category D, 800-2½.

²Category D, 800-2½.

**BURLINGTON, IA**

SOUTHEAST IOWA  
RGNL ..... ILS or LOC Rwy 36¹  
RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30  
RNAV (GPS) Rwy 36  
VOR/DME Rwy 12  
VOR Rwy 30

NA when local weather not available.

¹ILS, LOC, Category D, 800-2½.

**NAME ALTERNATE MINIMUMS**

**CAPE GIRARDEAU, MO**

CAPE GIRARDEAU  
RGNL ..... ILS or LOC Rwy 10¹²  
LOC/DME BC Rwy 28¹  
RNAV (GPS) Rwy 10¹  
RNAV (GPS) Rwy 28¹³

¹NA when local weather not available.

²ILS, LOC, Categories A, B, 1000-2; Categories C, D, 1000-3.

³Categories A,B,C,D, 900-2½.

**CEDAR RAPIDS, IA**

THE EASTERN IOWA ..... ILS or LOC Rwy 9¹  
ILS or LOC Rwy 27¹  
RNAV (GPS) Rwy 8  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 26  
RNAV (GPS) Rwy 27  
VOR Rwy 26  
VOR Rwy 27  
VOR/DME Rwy 8

NA when local weather not available.

¹NA when control tower closed.

**CENTERVILLE, IA**

CENTERVILLE MUNI ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34

NA when local weather not available.

**CHARITON, IA**

CHARITON MUNI ..... RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 17

NA when local weather not available.

**CHARLES CITY, IA**

NORTHEAST  
IOWA RGNL ..... LOC Rwy 12  
NDB Rwy 12  
RNAV (GPS) Rwy 12  
RNAV (GPS) Rwy 30

NA when local weather not available.

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# ALTERNATE MINS

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NAME ALTERNATE MINIMUMS  
**CHEROKEE, IA**  
 CHEROKEE  
 COUNTY RGNL ..... RNAV (GPS) Y Rwy 36  
    RNAV (GPS) Z Rwy 36<sup>1</sup>  
 NA when local weather not available.  
<sup>1</sup>Categories A, B, 800-2¼.

**CLARINDA, IA**  
 SCHENCK FIELD ..... RNAV (GPS) Rwy 2  
    RNAV (GPS) Rwy 20  
 NA when local weather not available.

**CLARION, IA**  
 CLARION MUNI ..... NDB Rwy 14  
    RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 32  
 NA when local weather not available.

**CLINTON, IA**  
 CLINTON MUNI ..... RNAV (GPS) Rwy 3  
    RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 21  
    RNAV (GPS) Rwy 32  
    VOR Rwy 3  
 NA when local weather not available.

**COLUMBIA, MO**  
 COLUMBIA RGNL ..... ILS or LOC/DME Rwy 2<sup>1</sup>  
    LOC/DME BC Rwy 20<sup>1</sup>  
    VOR Rwy 13<sup>2</sup>  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Categories A,B, 1000-2; Categories C,D, 1000-3.

**COUNCIL BLUFFS, IA**  
 COUNCIL  
 BLUFFS MUNI ..... RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
    VOR-A  
 NA when local weather not available.

**CRESTON, IA**  
 CRESTON MUNI ..... RNAV (GPS) Rwy 16  
    RNAV (GPS) Rwy 34  
 NA when local weather not available.

**DAVENPORT, IA**  
 DAVENPORT MUNI ..... RNAV (GPS) Rwy 3  
    RNAV (GPS) Rwy 15  
    RNAV (GPS) Rwy 21  
    RNAV (GPS) Rwy 33  
    VOR Rwy 3  
    VOR Rwy 21  
 NA when local weather not available.

**DECORAH, IA**  
 DECORAH MUNI ..... RNAV (GPS) Rwy 29  
 NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**DES MOINES, IA**  
 DES MOINES INTL ..... ILS or LOC Rwy 5<sup>1</sup>  
    ILS or LOC Rwy 13<sup>1</sup>  
    ILS or LOC Rwy 31<sup>1</sup>  
    RNAV (GPS) Rwy 5<sup>2</sup>  
    RNAV (GPS) Rwy 13<sup>2</sup>  
    RNAV (GPS) Rwy 31<sup>2</sup>  
    VOR/DME Rwy 23<sup>3</sup>

<sup>1</sup>Category E, 900-2¼.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>Category C, 800-2¼; Category D, 800-2½.

**DUBUQUE, IA**  
 DUBUQUE RGNL ..... RNAV (GPS) Rwy 13  
    RNAV (GPS) Rwy 31  
    RNAV (GPS) Rwy 36  
    VOR Rwy 13<sup>1</sup>  
    VOR Rwy 31<sup>1</sup>  
    VOR Rwy 36

NA when local weather not available.  
<sup>1</sup>Category D, 800-2¼.

**ESTHERVILLE, IA**  
 ESTHERVILLE MUNI ..... RNAV (GPS) Rwy 16  
    RNAV (GPS) Rwy 34  
 NA when local weather not available.

**FAIRFIELD, IA**  
 FAIRFIELD MUNI ..... RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 36  
 NA when local weather not available.

**FOREST CITY, IA**  
 FOREST CITY MUNI ..... RNAV (GPS) Rwy 33  
    VOR/DME-A  
 NA when local weather not available.

**FORT DODGE, IA**  
 FORT DODGE RGNL ..... RNAV (GPS) Rwy 6  
    RNAV (GPS) Rwy 12  
    RNAV (GPS) Rwy 24  
    RNAV (GPS) Rwy 30  
    VOR Rwy 12  
    VOR/DME Rwy 30  
 NA when local weather not available.

**FORT LEONARD WOOD, MO**  
 WAYNESVILLE-ST. ROBERT RGNL  
 FORNEY FIELD ..... ILS or LOC Rwy 14<sup>12</sup>  
    NDB Rwy 32<sup>1</sup>  
    RNAV (GPS) Rwy 14<sup>2</sup>  
    RNAV (GPS) Rwy 32<sup>2</sup>  
    VOR Rwy 14<sup>1</sup>  
    VOR Rwy 32<sup>1</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.



# ALTERNATE MINS

E4



NAME ALTERNATE MINIMUMS

## MUSCATINE, IA

MUSCATINE MUNI ..... ILS or LOC Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>23</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
VOR Rwy 6<sup>4</sup>

<sup>1</sup>ILS, Categories B,C,D, 700-2.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A, B, C, D, 800-2½.

<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

## NEWTON, IA

NEWTON MUNI ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

## OSKALOOSA, IA

OSKALOOSA MUNI ..... RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31

NA when local weather not available.

## OTTUMWA, IA

OTTUMWA RGNL ..... RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
VOR/DME Rwy 13  
VOR Rwy 31

NA when local weather not available.

## PELLA, IA

PELLA MUNI ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34

NA when local weather not available.

## POPLAR BLUFF, MO

POPLAR BLUFF MUNI ... RNAV (GPS) Rwy 18<sup>1</sup>  
RNAV (GPS) Rwy 36<sup>1</sup>  
SDF Rwy 36<sup>2</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA except for operators with approved weather reporting service.

## RED OAK, IA

RED OAK MUNI ..... RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 17

NA when local weather not available.

## ST. CHARLES, MO

ST CHARLES COUNTY  
SMARTT ..... RNAV (GPS) Rwy 18  
VOR Rwy 18

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## ST. JOSEPH, MO

ROSECRANS  
MEMORIAL ..... ILS or LOC Rwy 35<sup>12</sup>  
LOC BC Rwy 17<sup>13</sup>  
RADAR-1<sup>4</sup>  
VOR or TACAN Rwy 17<sup>5</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2½; Category E, 1000-3.

LOC, Category D, 800-2½; Category E, 1000-3.

<sup>3</sup>Category D, 800-2½.

<sup>4</sup>PAR, Category D, 700-2½; Category E, 1000-

3. ASR Category D, 800-2½; Category E,

1000-3.

<sup>5</sup>Category D, 800-2½; Category E, 1000-3.

## ST. LOUIS, MO

LAMBERT-  
ST. LOUIS INTL ..... RNAV (GPS) Rwy 11  
Category E, 800-2.

SPIRIT OF ST. LOUIS ..... ILS or LOC Rwy 8R<sup>13</sup>  
ILS or LOC Rwy 26L<sup>24</sup>  
RNAV (GPS) Rwy 8L<sup>1</sup>  
RNAV (GPS) Rwy 8R<sup>15</sup>  
RNAV (GPS) Rwy 26L<sup>15</sup>  
RNAV (GPS) Rwy 26R<sup>1</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, NA.

<sup>4</sup>ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

<sup>5</sup>Category D, 800-2½.

## SHELDON, IA

SHELDON MUNI ..... NDB Rwy 4  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 15<sup>1</sup>  
RNAV (GPS) Rwy 33<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

## SHENANDOAH, IA

SHENANDOAH MUNI ..... RNAV (GPS) Rwy 4  
NDB Rwy 4

NA when local weather not available.

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NAME ALTERNATE MINIMUMS

**SIoux CITY, IA**

SIoux GATEWAY/COLONEL

BUD DAY FIELD ..... ILS or LOC Rwy 13<sup>13</sup>ILS or LOC Rwy 31<sup>3</sup>NDB Rwy 35<sup>4</sup>RNAV (GPS) Rwy 13<sup>25</sup>RNAV (GPS) Rwy 17<sup>2</sup>RNAV (GPS) Rwy 31<sup>25</sup>VOR/DME or TACAN Rwy 13<sup>25</sup>VOR or TACAN Rwy 31<sup>25</sup><sup>1</sup>NA when control tower closed.<sup>2</sup>NA when local weather not available.<sup>3</sup>ILS, LOC, Category E, 1000-3.<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½;

Category D, 900-2½.

<sup>5</sup>Category E, 1000-3.**SPENCER, IA**SPENCER MUNI ..... RNAV (GPS) Rwy 12<sup>12</sup>RNAV (GPS) Rwy 18<sup>12</sup>RNAV (GPS) Rwy 30<sup>12</sup>RNAV (GPS) Rwy 36<sup>12</sup>VOR Rwy 12<sup>12</sup>VOR Rwy 30<sup>3</sup><sup>1</sup>NA when local weather not available.<sup>2</sup>Category D, 800-2½.<sup>3</sup>Category C, 800-2½, Category D, 800-2½.**SPRINGFIELD, MO**

SPRINGFIELD-BRANSON

NATIONAL ..... RNAV (GPS) Rwy 21<sup>1</sup>RNAV (GPS) Rwy 20<sup>1</sup>VOR/DME or TACAN Rwy 22<sup>2</sup>VOR or TACAN Rwy 20<sup>2</sup><sup>1</sup>NA when local weather not available.<sup>2</sup>Category E, 800-2½.**STORM LAKE, IA**

STORM LAKE MUNI ..... NDB Rwy 17

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**VINTON, IA**

VINTON VETERANS

MEMORIAL AIRPARK ..... RNAV (GPS) Rwy 9

RNAV (GPS) Rwy 27

NA when local weather not available.

**WASHINGTON, IA**

WASHINGTON MUNI ..... RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

**WASHINGTON, MO**

WASHINGTON RGNL ..... RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

VOR-A

Category C, 800-2½.

NA when local weather not available.

**WATERLOO, IA**WATERLOO RGNL ..... ILS or LOC Rwy 12<sup>1</sup>

LOC BC Rwy 30

RNAV (GPS) Rwy 12

RNAV (GPS) Rwy 30

VOR Rwy 12

VOR/DME Rwy 30

NA when local weather not available.

<sup>1</sup>ILS, Category D, 700-2.**WEBSTER CITY, IA**

WEBSTER CITY MUNI ..... RNAV (GPS) Rwy 32

NA when local weather not available.

**WEST PLAINS, MO**

WEST PLAINS MUNI ..... RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

**IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

**NAME TAKE-OFF MINIMUMS**

**ALBIA, IA**

ALBIA MUNI (4C8)

AMDT 3 92317 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 2000 before turning.

**ALGONA, IA**

ALGONA MUNI (AXA)

AMDT 3 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA.

DEPARTURE PROCEDURE: **Rwy 12**, climb runway heading to 2000 before turning on course.

**NAME TAKE-OFF MINIMUMS**

**AMES, IA**

AMES MUNI (AMW)

AMDT 4 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/a min. climb of 227' per NM to 1800 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 014° to 1800 before proceeding on course or for climb in visual conditions, cross Ames Muni airport at or above 2400 before proceeding on course. **Rwy 13**, climb heading 133° to 2800 before turning right. **Rwy 19**, climb on a heading between 198° CW 013° from DER or climb on a heading between 140° CCW 013° from DER. **Rwy 31**, climb heading 313° to 1500 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 63' from DER, 374' right of centerline, up to 74' AGL/974' MSL. Trees, and wsk on hanger beginning 906' from DER, 714' left of centerline, up to 77' AGL/1007' MSL. Terrain at DER, 240' left of centerline, 919' MSL. **Rwy 13**, trees, antenna on obstruction light pole and antenna on AWOS beginning 42' from DER, 90' right of centerline, up to 78' AGL/998' MSL. Terrain beginning 34' from DER, 181' left of centerline, 923' MSL. Trees beginning 918' from DER, 32' left of centerline, up to 83' AGL/993' MSL. **Rwy 19**, trees, poles, road and rod on building beginning 1004' from DER, 407' right of centerline, up to 79' AGL/1059' MSL. **Rwy 31**, trees, poles and roads beginning 214' from DER, 103' right of centerline, up to 57' AGL/987' MSL. Trees, poles and bush beginning 135' from DER, 109' left of centerline, up to 90' AGL/1020' MSL.



**ANKENY, IA**

ANKENY RGNL (IKV)  
ORIG 96004 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 150° to 2100 before turning on course. **Rwy 36**, climb heading 040° to 3000 before turning on course.

**ATLANTIC, IA**

ATLANTIC MUNI (AIO)

AMDT 6A 09155 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1½ or std. w/ min. climb of 208' per NM to 1400. **Rwy 12**, 400-2½ or std. w/ min. climb of 321' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 119° to 1700 before proceeding on course. **Rwy 20**, climb heading 198° to 2300 before proceeding on course. **Rwy 30**, climb heading 299° to 1900 before proceeding on course.

NOTE: **Rwy 2**, terrain beginning 6' from DER, from 654' left of centerline to 433' right of centerline, up to 1175' MSL. Trees beginning 1210' from DER, 20' right of centerline, up to 75' AGL/1234' MSL. Trees beginning 2991' from DER, 202' left of centerline, up to 75' AGL/1234' MSL. **Rwy 12**, terrain beginning 8' from DER, from 336' left of centerline to 422' right of centerline, up to 1300' MSL. Trees beginning 2175' from DER, 498' right of centerline, up to 75' AGL/1214' MSL. Trees beginning 4525' from DER, 422' right of centerline, up to 75' AGL/1354' MSL. **Rwy 20**, terrain beginning 72' from DER, from 538' left of centerline to 623' right of centerline, up to 1185' MSL. Trees beginning 2157' from DER, 44' left of centerline, up to 75' AGL/1234' MSL. **Rwy 30**, terrain beginning 100' from DER, from 1615' left of centerline to 758' right of centerline, up to 1293' MSL.

**AUDUBON, IA**

AUDUBON COUNTY (ADU)  
AMDT 1 93175 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1.

**AURORA, MO**

JERRY SUMNERS SR. AURORA MUNI (2H2)  
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 400' per NM to 1600.

**BELLE PLAINE, IA**

BELLE PLAINE MUNI (TZZ)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 300-1.

**BLOOMFIELD, IA**

BLOOMFIELD MUNI (4K6)  
ORIG-A 08185 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1300 before turning.

NOTE: **Rwy 18**, building 353' from departure end of runway, 306' left of centerline, 30' AGL/915' MSL.

**BOLIVAR, MO**

BOLIVAR MUNI (M17)  
ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. w/ min. climb of 252' per NM to 1400.

NOTE: **Rwy 18**, east-west road, vehicle and transmission lines and poles beginning 627' from departure end of runway, up to 40' AGL/1138' MSL. Multiple trees beginning 667' from departure end of runway, 6' left of centerline, up to 75' AGL/1148' MSL. Silo 1059' from departure end of runway, 677' left of centerline, 100' AGL/1200' MSL. Multiple trees beginning 147' from departure end of runway, 39' right of centerline, up to 75' AGL/1157' MSL. **Rwy 36**, transmission lines and poles beginning 1208' from departure end of runway, 189' left of centerline, up to 40' AGL/1137' MSL. East-west transmission lines and poles beginning 1925' from departure end of runway, up to 50' AGL/1165' MSL. Multiple trees beginning 659' from departure end of runway, 58' right of centerline, up to 75' AGL/1201' MSL. Tree 5471' from departure end of runway, 1766' left of centerline, 100' AGL/1269' MSL.

**BOONE, IA**

BOONE MUNI (BNW)  
AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.

NOTE: **Rwy 15**, tree 3565' from departure end of runway, 816' right of centerline, 100' AGL/1259' MSL. **Rwy 33**, tree 1442' from departure end of runway, 631' left of centerline, 100' AGL/1259' MSL. Vehicle on road 561' from departure end of runway, 573' right of centerline, 15' AGL/1174' MSL. Tank 3135' from departure end of runway, 1335' right of centerline, 140' AGL/1287' MSL.

**BOONVILLE, MO**

JESSE VIERTEL MEMORIAL (VER)  
ORIG 07130 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 368' from departure end of runway, 383' left of centerline, up to 80' AGL/761' MSL. Road and vehicle 1232' from departure end of runway, on centerline, 17' AGL/746' MSL. Multiple trees beginning 500' from departure end of runway, 109' right of centerline, up to 80' AGL/786' MSL. **Rwy 36**, multiple trees and pole beginning 701' from departure end of runway, 67' left of centerline, up to 100' AGL/810' MSL. Multiple trees beginning 200' from departure end of runway, 334' right of centerline, up to 80' AGL/794' MSL.

**BOWLING GREEN, MO**

BOWLING GREEN MUNI (H19)  
ORIG 83132 (FA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1.

**BRANSON, MO**

BRANSON (BBG)  
ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 323° to 2000 before turning left.

NOTE: **Rwy 14**, numerous trees beginning 1214' from DER, 4' right of centerline, up to 100' AGL/1449' MSL.

**Rwy 32**, numerous trees beginning 77' from DER, 452' left of centerline, up to 100' AGL/1289' MSL.

**BROOKFIELD, MO**

NORTH CENTRAL MISSOURI RGNL (MO8)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 359° to 1300 before turning East.NOTE: **Rwy 18**, tree 1432' from DER, 397' right of centerline, 100' AGL/869' MSL, pole 887' from DER, 458' left of centerline, 44' AGL/855' MSL. Tree 1356' from DER, 110' left of centerline, 100' AGL/864' MSL.**Rwy 36**, numerous trees beginning 243' from DER 439' left of centerline, up to 100' AGL/890' MSL.

Numerous trees beginning 463' from DER, 13' right of centerline, up to 100' AGL/893' MSL. Building 690' from DER, 477' left of centerline, 30' AGL/867' MSL.

Pole 1066' from DER, 666' right of centerline 35' AGL/ 875' MSL.

**BURLINGTON, IA**

SOUTHEAST IOWA RGNL (BRL)

AMDT 1 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.DEPARTURE PROCEDURE: **Rwys 30, 36**, climb runway heading to 1500 before turning.**CABOOL, MO**

CABOOL MEMORIAL (TVB)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 500-1 or std. with a min. climb of 400' per NM to 1700. **Rwy 3**, 300-1 or std. with a min. climb of 400' per NM to 1500.**CAMERON, MO**

CAMERON MEMORIAL (EZZ)

ORIG 10098 (FAA)

NOTE: **Rwy 17**, trees beginning 31' from DER, 287' left of centerline, up to 7' AGL/1024' MSL. Trees beginning 84' from DER, 428' right of centerline, up to 61' AGL/ 1041' MSL. **Rwy 35**, trees and rising terrain beginning 36' from DER, 113' left of centerline, up to 30' AGL/1077' MSL. Trees and rising terrain beginning 79' from DER, 119' right of centerline, up to 57' AGL/1105' MSL. Buildings and stacks beginning 711' from DER, 619' right of centerline, up to 57' AGL/ 1082' MSL. Train on railroad tracks 1636' from DER, left and right of centerline, 23' AGL/1085' MSL.**CAMDENTON, MO**

CAMDENTON MEMORIAL (H21)

ORIG 84131 (FAA)

TAKE-OFF MINIMUMS: **Rwys 15, 33**, 300-1.**CAPE GIRARDEAU, MO**

CAPE GIRARDEAU RGNL (CGI)

AMDT 7A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1 or std. w/min climb of 230' per NM to 600. **Rwy 20**, 300-1 or std. with a min. climb rate of 265' per NM to 600.DEPARTURE PROCEDURE: **Rwy 2**, north and west departures (200° CW 035°), climb to 3500 via heading 035° before proceeding on course. **Rwy 28**, climb heading 280° to 1000 before turning northbound.NOTE: **Rwy 2**, tree 899' from DER, 181' right of centerline, 40' AGL/370' MSL. **Rwy 10**, trees beginning 2576' from DER, 216' right of centerline, up to 97' AGL/ 476' MSL. Pole 1394' from DER, 802' left of centerline, 42' AGL/381' MSL. **Rwy 20**, trees beginning 178' from DER, 378' left of centerline, up to 92' AGL/531' MSL. Trees beginning 1524' from DER, 389' right of centerline, up to 92' AGL/515' MSL.**CARROLL, IA**

ARTHUR N. NEU (CIN)

ORIG 90263 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 13, 21, 31**, 300-1.**CARUTHERSVILLE, MO**

CARUTHERSVILLE MEMORIAL (M05)

ORIG 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2 or std. with a min. climb of 250' per NM to 600.NOTE: **Rwy 36**, tower, 6503' from departure end of runway, 534' right of centerline, 202' AGL/470' MSL.**CASSVILLE, MO**

CASSVILLE MUNI (94K)

ORIG 10154 (FAA)

NOTE: **Rwy 9**, tank 4668' from DER, 1209' left of centerline, 136' AGL/1616' MSL. Tower 4322' from DER, 1224' left of centerline, 140' AGL/1600' MSL. Powerlines 1530' from DER, on centerline, 75' AGL/ 1544' MSL.**CEDAR RAPIDS, IA**

THE EASTERN IOWA (CID)

AMDT 3 10154 (FAA)

NOTE: **Rwy 8**, plane on taxiway, 8' from DER, 427' left and right of centerline, up to 45' AGL/905' MSL.

Windsocks 451' from DER, 186' right of centerline, up to 15' AGL/878' MSL. Buildings 891' from DER, 317' left of centerline, up to 46' AGL/905' MSL. Trees 1350' from DER, 203' left of centerline, up to 100' AGL/898' MSL.

**Rwy 13**, vehicle on road, 961' from DER, 709' left of centerline, 15' AGL/874' MSL. **Rwy 26**, fence 598' from DER, 420' right of centerline, 10' AGL/872' MSL. Poles beginning 1338' from DER, 200' right of centerline, up to 29' AGL/895' MSL. **Rwy 31**, vehicles on road beginning 28' from DER, left to right of centerline, up to 17' AGL/876' MSL, tree 3464' from DER, 180' right of centerline, 100' AGL/979' MSL.**CENTERVILLE, IA**

CENTERVILLE MUNI (TVK)

ORIG 10154 (FAA)

NOTE: **Rwy 16**, trees beginning 37' from DER, 282' left of centerline, up to 25' AGL/1034' MSL. Trees beginning 86' from DER, 213' right of centerline, up to 20' AGL/ 1031' MSL.

**CHARITON, IA**

CHARITON MUNI (CNC)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, std. w/ min. climb of 223' per NM to 1700 or 900-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 10**, for climb in visual conditions cross Chariton Muni airport at or above 1800 MSL before proceeding on course.NOTE: **Rwy 10**, tower 2.62 NM from DER, 2173' left of centerline, 470' AGL/1480' MSL. **Rwy 17**, hangar 13' from DER, 429' left of centerline, 25' AGL/1084' MSL. Vehicle on road beginning 506' from DER, from left to right of centerline, up to 15' AGL/1074' MSL. Tree 2720' from DER, 451' right of centerline, 100' AGL/1159' MSL. **Rwy 35**, vehicle on road 17' from DER, 421' left of centerline, 15' AGL/1054' MSL.**CHARLES CITY, IA**

NORTHEAST IOWA RGNL (CCY)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, NA-Environmental.NOTE: **Rwy 12**, trees beginning 1002' from departure end of runway, 351' right of centerline, up to 100' AGL/1209' MSL. **Rwy 30**, trees beginning 1804' from departure end of runway, 621' right of centerline, up to 100' AGL/1229' MSL.**CHEROKEE, IA**

CHEROKEE COUNTY RGNL (CKP)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-environmental. **Rwy 36**, 300-1¼ or std. w/ min. climb of 373' per NM to 1600.DEPARTURE PROCEDURE: **Rwy 18**, climb heading 178° to 1700 before proceeding on course. **Rwy 36**, climb heading 358° to 1900 before proceeding on course.NOTE: **Rwy 18**, rising terrain, buildings, vehicles on road, poles, signs, trees beginning at DER, 305' left of centerline, up to 65' AGL/1298' MSL. Trains on railroad beginning at DER, 348' right of centerline, up to 23' AGL/1242' MSL. **Rwy 36**, vehicles on road, trees beginning at DER, 416' left of centerline, up to 65' AGL/1284' MSL. Row of trees 726' from DER, from left to right of centerline, up to 65' AGL/1284' MSL. Building 741' from DER, 557' right of centerline, 24' AGL/1239' MSL. Tower 5267' from DER, 382' left of centerline, 160' AGL/1390' MSL. Tower 6206' from DER, 171' right of centerline, 160' AGL/1440' MSL.**CHILLICOTHE, MO**

CHILLICOTHE MUNI (CHT)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental.NOTE: **Rwy 14**, trees beginning 287' from DER, 261' left of centerline, up to 150' AGL/884' MSL. Vehicle on road 542' from DER, 454' right of centerline, 15' AGL/779' MSL. Antenna 1338' from DER, 349' left of centerline, 46' AGL/806' MSL. Tree 3217' from DER, 1285' right of centerline, 150' AGL/884' MSL. **Rwy 32**, trees beginning 12' from DER, 63' left of centerline, up to 150' AGL/898' MSL. Pole 142' from DER, 368' left of centerline, 43' AGL/792' MSL. Trees beginning 164' from DER, 129' right of centerline, up to 150' AGL/924' MSL.**CLARINDA, IA**

SCHENCK FIELD (ICL)

AMDT 1 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA-Environmental. DEPARTURE PROCEDURE: **Rwy 2**, climb heading 020° to 1700 before turning left.NOTE: **Rwy 2**, trees 129' from DER, 146' left of centerline, 40' AGL/1030' MSL. **Rwy 20**, trees beginning 78' from DER, 75' right of centerline, up to 89' AGL/1069' MSL. Trees beginning 716' from DER, 40' left of centerline, up to 72' AGL/1052' MSL. Pole 2125' from DER, 187' right of centerline, 67' AGL/1047' MSL. Pole 1825' from DER, 482' left of centerline, 57' AGL/1037' MSL. Road 465' from DER, 302' right of centerline, up to 28' AGL/1008' MSL. Vehicle on road 408' from DER, 52' left of centerline, up to 25' AGL/1005' MSL.**CLARION, IA**

CLARION MUNI (CAV)

AMDT 1 10042 (FAA)

NOTE: **Rwy 14**, tree 345' from DER, 551' left of centerline, 100' AGL/1264' MSL. **Rwy 32**, trees beginning 134' from DER, 396' left of centerline, up to 100' AGL/1254' MSL. Vehicle on road 333' from DER, 572' right of centerline, up to 15' AGL/1174' MSL.**CLINTON, IA**

CLINTON MUNI (CWI)

AMDT 1 10126 (FAA)

NOTE: **Rwy 3**, trees beginning 34' from DER, 393' left of centerline, up to 20' AGL/711' MSL. Obstruction light on DME 387' from DER, 264' left of centerline, 11' AGL/720' MSL. **Rwy 14**, vehicle on road 56' from DER, 483' right of centerline, 15' AGL/694' MSL. Vehicle on road 391' from DER, 3' left of centerline, 15' AGL/702' MSL. **Rwy 21**, tree 405' from DER, 500' left of centerline, 16' AGL/706' MSL. **Rwy 32**, vehicle on road 38' from DER, 319' left of centerline, 15' AGL/716' MSL. Fence 169' from DER, 192' right of centerline, 8' AGL/706' MSL. Vehicle on road 508' from DER, 8' left of centerline, 15' AGL/718' MSL. Trees beginning 1302' from DER, 448' left of centerline, up to 68' AGL/767' MSL. Antenna on hopper 1315' from DER, 850' left of centerline, 82' AGL/781' MSL.**COLUMBIA, MO**

COLUMBIA RGNL (COU)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-2 or std. w/ a min. climb of 230' per NM to 1900.DEPARTURE PROCEDURE: **Rwy 31**, north or east bound, climb to 1900 on runway heading before proceeding on course.**CORNING, IA**

CORNING MUNI (CRZ)

AMDT 2 07354 (FAA)

NOTE: **Rwy 18**, road w/ vehicle, 159' from departure end of runway, on centerline, 23' AGL/1262' MSL. Trees beginning 161' from departure end of runway, 110' left of centerline, up to 100 AGL/1329' MSL. **Rwy 36**, trees beginning 945' from departure end of runway, 319' left of centerline, up to 100' AGL/1339' MSL. Tree 1212' from departure end of runway, 653' right of centerline, 100' AGL/1309' MSL.

## COUNCIL BLUFFS, IA

COUNCIL BLUFFS MUNI (CBF)  
ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA- Runway under construction.

NOTE: **Rwy 36**, trees 1196' from departure end of runway, 453' right of centerline, 100' AGL/1279' MSL.

## CRESCO, IA

ELLEN CHURCH FIELD (CJJ)  
ORIG 88182 (FAA)

DEPARTURE PROCEDURE: **Rwys 15, 33**, climb runway heading to 1700 before turning.

## CRESTON, IA

CRESTON MUNI (CSQ)  
AMDT 2 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental.  
NOTE: **Rwy 16**, multiple trees and terrain beginning 152' from departure end of runway, 128' left of centerline, up to 70' AGL/1360' MSL. Multiple bushes and terrain beginning 91' from departure end of runway, 93' right of centerline, up to 10' AGL/1313' MSL. Pole 242' from departure end of runway, 199' right of centerline, 7' AGL/1301' MSL. **Rwy 34**, terrain 561' from departure end of runway, 17' left of centerline, 1309' MSL. Terrain beginning 169' from departure end of runway, 236' right of centerline, up to 1309' MSL. Road/vehicle 756' from departure end of runway, on centerline, 15' AGL/1314' MSL.

## CUBA, MO

CUBA MUNI (UBX)  
AMDT 1 83062 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 200-1 or std. with a min. climb of 240' per NM to 1100. **Rwy 36**, 200-1 or std. with a min. climb of 340' per NM to 1200.

## DAVENPORT, IA

DAVENPORT MUNI (DVN)  
AMDT 1 84271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1.  
DEPARTURE PROCEDURE: **Rwys 15, 21**, climb runway heading to 3000 before turning left.

## DECORAH, IA

DECORAH MUNI (DEH)  
AMDT 1 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, Climb heading 294° to 1600 before turning left.  
NOTE: **Rwy 11**, terrain beginning 70' from departure end of runway, 44' left of centerline, up to 0' AGL/1199' MSL. Terrain beginning 121' from departure end of runway, 49' right of centerline, up to 0' AGL/1199' MSL. **Rwy 29**, terrain beginning 67' from departure end of runway, 151' left of centerline, up to 0' AGL/1179' MSL. Terrain beginning 119' from departure end of runway, 125' right of centerline, up to 0' AGL/1179' MSL.

## DENISON, IA

DENISON MUNI (DNS)  
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6, 18, 24, 36**, NA- Environmental.

NOTE: **Rwy 12**, trees beginning 10' from departure end of runway, 202' left of centerline, up to 100' AGL/1352' MSL, trees beginning 293' from departure end of runway, 190' right of centerline, up to 100' AGL/1352' MSL.

## DES MOINES, IA

DES MOINES INTL (DSM)  
AMDT 10 03135 (FAA)

NOTE: **Rwy 5**, tree 1057' from departure end of runway, 644' left of centerline, 69' AGL/1004' MSL. Tree 2398' from departure end of runway, 567' right of centerline, 89' AGL/1024' MSL. Tree 1701' from departure end of runway, 564' left of centerline, 70' AGL/1005' MSL. Tree 3176' from departure end of runway, 425' right of centerline, 106' AGL/1041' MSL. Tree 2610' from departure end of runway, 774' right of centerline, 91' AGL/1026' MSL. Pole 1202' from departure end of runway, 500' left of centerline, 55' AGL/990' MSL. Tree 1541' from departure end of runway, 390' left of centerline, 54' AGL/989' MSL. Pole 2281' from departure end of runway, 365' right of centerline, 71' AGL/1001' MSL. Pole 2306' from departure end of runway, 371' right of centerline, 66' AGL/1001' MSL. Tree 2306' from departure end of runway, 371' left of centerline, 59' AGL/994' MSL. Tree 3754' from departure end of runway, 270' left of centerline, 96' AGL/1031' MSL. Obstruction light 191' from departure end of runway, 253' left of centerline, 6' AGL/941' MSL. **Rwy 13**, tree 727' from departure end of runway, 619' right of centerline, 40' AGL/997' MSL. Tree 1093' from departure end of runway, 690' right of centerline, 46' AGL/1003' MSL. Tree 799' from departure end of runway, 598' right of centerline, 32' AGL/989' MSL. Tree 1266' from departure end of runway, 652' right of centerline, 43' AGL/1000' MSL. Tree 1427' from departure end of runway, 830' left of centerline, 45' AGL/1002' MSL. Tree 1793' from departure end of runway, 794' right of centerline, 48' AGL/1005' MSL. **Rwy 31**, tree 2492' from departure end of runway, 912' right of centerline, 66' AGL/977' MSL.

## DEXTER, MO

DEXTER MUNI (DXE)  
AMDT 3 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 251' per NM to 1100 or 900-2% for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: Cross Dexter Muni airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 36**, trees and wind sock beginning 144' from departure end of runway, 128' right of centerline, up to 87' AGL/399' MSL. Trees beginning 2295' from departure end of runway, 169' right of centerline, up to 78' AGL/388' MSL. Trees beginning 2342' from departure end of runway, 164' left of centerline, up to 74' AGL/387' MSL.



10210

**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****DUBUQUE, IA**

DUBUQUE RGNL (DBQ)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1¼ or std. w/min. climb of 226' per NM to 1300, or alternatively, w/standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 13**, multiple trees and poles beginning 2916' from departure end of runway, 20' left of centerline, up to 74' AGL/1185' MSL. Multiple trees and poles beginning 4857' from departure end of runway, 559' right of centerline, up to 68' AGL/1227' MSL. **Rwy 18**, elevator 3457' from departure end of runway, 242' left of centerline, 80' AGL/1150' MSL. Tree 1987' from departure end of runway, 938' right of centerline, 77' AGL/1088' MSL. **Rwy 31**, tower and multiple trees beginning 2427' from departure end of runway, 490' left of centerline, up to 85' AGL/1168' MSL.

**EAGLE GROVE, IA**

EAGLE GROVE MUNI (EAG)

AMDT 3 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, NA-Environmental.

NOTE: **Rwy 13**, vehicle on road 520' from DER, 495' left of centerline, 15' AGL/1154' MSL. Train on tracks, 493' from DER, 626' left of centerline, 23' AGL/1152' MSL. Trees beginning 4352' from DER, 1120' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, vehicle on road abeam DER, 281' left of centerline, 15' AGL/1154' MSL.

**EMMETSBURG, IA**

EMMETSBURG MUNI (EGQ)

AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22, 17, 35**, NA-Environmental.

NOTE: **Rwy 13**, trees beginning 754' from DER, 663' right of centerline, up to 45' AGL/1254' MSL. **Rwy 31**, trees beginning 392' from DER, 280' left of centerline, up to 45' AGL/1254' MSL. Trees beginning 1001' from DER, 393' right of centerline, up to 45' AGL/1254' MSL.

**EXCELSIOR SPRINGS, MO**

EXCELSIOR SPRINGS MEMORIAL (3EX)

ORIG 80360 (FAA)

DEPARTURE PROCEDURE: **Rwys 1, 19**, eastbound departures (010° CW 190°) climb to 2100 via runway heading before proceeding on course.

**FAIRFIELD, IA**

FAIRFIELD MUNI (FFL)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-environmental**FARMINGTON, MO**

FARMINGTON RGNL (FAM)

AMDT 1 82273 (FAA)

DEPARTURE PROCEDURE: **Rwy 20**, north and west departures (200° CW 020°) climb to 2100 via runway heading before proceeding on course.

**FESTUS, MO**

FESTUS MEMORIAL (FES)

AMDT 1 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 700-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures, climb runway heading to 1500 before turning on course.

**FOREST CITY, IA**

FOREST CITY MUNI (FXY)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 300-2¼ or std. w/a min. climb of 242' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 33**, climb heading 332° to 1800 before turning right.

NOTE: **Rwy 9**, trees beginning 4' from DER, 106' right of centerline, up to 70' AGL/1289' MSL. Trees beginning 551' from DER, 382' left of centerline, up to 70' AGL/1269' MSL. **Rwy 15**, trees beginning 27' from DER, 345' left of centerline, up to 70' AGL/1256' MSL. Posts beginning 7' from DER, 142' right of centerline, up to 10' AGL/1209' MSL. **Rwy 27**, train 266' from DER, left and right of centerline, up to 23' AGL/1252' MSL. **Rwy 33**, vehicles on road beginning 344' from DER, left and right of centerline, up to 1223' MSL. Building 182' from DER, 483' left of centerline, 24' AGL/1224' MSL. Electrical systems beginning 250' from DER, 441' left of centerline, up to 47' AGL/1247' MSL. Trees beginning 429' from DER, 26' left of centerline, up to 70' AGL/1235' MSL.

**FORT DODGE, IA**

FORT DODGE RGNL (FOD)

AMDT 1 09351 (FAA)

DEPARTURE PROCEDURE: **Rwy 24**, Climb heading 243° to 1700 before turning south.

NOTE: **Rwy 6**, trees beginning 106' from DER, 284' left of centerline, up to 16' AGL/1166' MSL. Trees beginning 1138' from DER, 665' left of centerline, up to 76' AGL/1226' MSL. **Rwy 12**, pole beginning 431' from DER, 504' left of centerline, 31' AGL/1171' MSL. Trees beginning 456' from DER, 481' left of centerline, up to 39' AGL/1179' MSL. Building 592' from DER, 484' left of centerline, 24' AGL/1164' MSL. Poles beginning 1037' from DER, 306' right of centerline, up to 41' AGL/1171' MSL. Trees beginning 1227' from DER, 540' right of centerline, up to 68' AGL/1190' MSL. Feed drop 1901' from DER, 774' right of centerline, 84' AGL/1204' MSL. **Rwy 24**, sign 54' from DER, 253' left of centerline, 13' AGL/1083' MSL. Sign 57' from DER, 245' right of centerline, up to 15' AGL/1085' MSL. Trees beginning 177' from DER, 495' right of centerline, up to 44' AGL/1114' MSL. **Rwy 30**, trees beginning 71' from DER, left and right of centerline, up to 67' AGL/1167' MSL. Poles beginning 211' from DER, 421' left of centerline, up to 45' AGL/1135' MSL. Poles beginning 878' from DER, 54' right of centerline, up to 39' AGL/1139' MSL.

**FREDERICKTOWN, MO**

FREDERICKTOWN RGNL (H88)

ORIG 85213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 400-2 or std. with a min. climb of 275' per NM to 1300.

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**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

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## FULTON, MO

ELTON HENSLEY MEMORIAL (FTT)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, Climb heading 001° to 1400 before turning right.

NOTE: **Rwy 18**, tree 1506' from DER, 809' right of centerline, 100' AGL/989' MSL. **Rwy 36**, tree 1809' from DER, 272' right of centerline, 46' AGL/923' MSL.

## GRINNELL, IA

GRINNELL RGNL (GGI)

AMDT 1 08157 (FAA)

NOTE: **Rwy 13**, road plus vehicles beginning 164' from departure end of runway, 497' left of centerline, 15' AGL/1024' MSL. Trees beginning 958' from departure end of runway, 324' left of centerline, up to 50' AGL/1059' MSL.

**Rwy 31**, tree 681' from departure end of runway, 589' right of centerline, up to 75' AGL/1075' MSL. Tree 716' from departure end of runway, 610' left of centerline, up to 50' AGL/1009' MSL. Road plus vehicle beginning 22' from departure end of runway, 215' right of centerline, 15' AGL/995' MSL. Multiple poles and buildings beginning 492' from departure end of runway, 249' right of centerline, up to 23' AGL/1032' MSL.

## GUTHRIE CENTER, IA

GUTHRIE COUNTY RGNL (GCT)

ORIG 10126 (FAA)

NOTE: **Rwy 18**, vehicle on road 599' from DER, 9' left of centerline, 15' AGL/1234' MSL. Tree beginning 1083' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 1147' from DER, 141' left of center, 100' AGL/1319' MSL. **Rwy 36**, tree beginning 1609' from DER, 432' right of centerline, 100' AGL/1319' MSL. Tree beginning 604' from DER, 240' left of centerline, 100' AGL/1319' MSL.

## HAMPTON, IA

HAMPTON MUNI (HPT)

AMDT 3 95145 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 35**, 300-1.

## HANNIBAL, MO

HANNIBAL RGNL (HAE)

ORIG 09127 (FAA)

NOTE: **Rwy 17**, trees beginning 15' from DER, 205' right of centerline, up to 80' AGL/819' MSL. **Rwy 35**, trees beginning 377' from DER, 90' left of centerline, up to 60' AGL/809' MSL. Trees beginning 1870' from DER, 103' right of centerline, up to 66' AGL/814' MSL.

## HARLAN, IA

HARLAN MUNI (HNR)

ORIG 90179 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 15, 21, 33**, 300-1.

## HARRISONVILLE, MO

LAWRENCE SMITH MEMORIAL (LRY)

ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1¼ or std. w/ min climb of 346' per NM to 1300.

NOTES: **Rwy 17**, vehicle on road 660' from departure end of runway, 618' left of centerline, 15' AGL/914' MSL. Tree 26' from departure end of runway, 448' left of centerline, 10' AGL/889' MSL. Multiple trees beginning 178' from departure end of runway, on centerline, up to 88' AGL/937' MSL. Multiple trees beginning 1271' from departure end of runway, 277' left of centerline, up to 53' AGL/932' MSL. Multiple trees beginning 1722' from departure end of runway, 500' right of centerline, up to 100' AGL/959' MSL. **Rwy 35**, Multiple trees beginning 69' from departure end of runway, 439' left of centerline, up to 57' AGL/984' MSL. Vehicle on road 620' from departure end of runway, on centerline, up to 15' AGL/934' MSL. Multiple trees beginning 572' from departure end of runway, 130' right of centerline, up to 69' AGL/987' MSL. Multiple trees beginning 2132' from departure end of runway, 103' right of centerline, up to 85' AGL/1034' MSL. Multiple trees beginning 3635' from departure end of runway, 877' right of centerline up to 100' AGL/1059' MSL. Multiple trees beginning 3819' from departure end of runway, 280' left of centerline, up to 100' AGL/1099' MSL. Trees beginning 5443' from departure end of runway, 1738' left of centerline, up to 100' AGL/1079' MSL. Tank 1.5 NM from departure end of runway, 1141' right of centerline, 203' AGL/1153' MSL.

## HIGGINSVILLE, MO

HIGGINSVILLE INDUSTRIAL MUNI (HIG)

ORIG 06271 (FAA)

NOTE: **Rwy 16**, multiple trees beginning 87' from departure end of runway, 389' right of centerline, up to 100' AGL/879' MSL. Multiple trees beginning 472' from departure end of runway, 313' left of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 626' from departure end of runway, 472' left of centerline, up to 75' AGL/854' MSL. **Rwy 34**, multiple trees beginning 23' from departure end of runway, 155' right of centerline, up to 100' AGL/949' MSL. Multiple trees beginning 1860' from departure end of runway, 76' right of centerline, up to 100' AGL/919' MSL. Road 644' from departure end of runway, on centerline, 15' AGL/864' MSL.

## INDEPENDENCE, IA

INDEPENDENCE MUNI (IIB)

AMDT 3 88126 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, IFR take-off NA.

DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 4000 before turning.

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## IOWA CITY, IA

IOWA CITY MUNI (IOW)

AMDT 3A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 200-1½ or std. w/ min. climb of 269' per NM to 900. **Rwy 30**, 300-2 or std. w/ min. climb of 374' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 7**, climbing right turn heading 180° and IOW VORTAC R-057 to IOW VORTAC.

NOTE: **Rwy 7**, multiple trees beginning 145' from departure end of runway, 199' left of centerline up to 38' AGL/802' MSL. Road, multiple trees and poles beginning 155' from departure end of runway 4' right of centerline, up to 16' AGL/721' MSL. **Rwy 12**, multiple trees beginning 227' from departure end of runway, 270' right of centerline up to 20' AGL/737' MSL. Light pole 850' from departure end of runway, 142' right of centerline, 33' AGL/681' MSL. Railroad 1002' from departure end of runway, 6' left of centerline, 25' AGL/675' MSL. Road 587' from departure end of runway, 303' left of centerline, 15' AGL/666' MSL. Obstruction light on building 861' from departure end of runway, 315' left of centerline, 32' AGL/682' MSL. Trees beginning 255' from departure end of runway, 464' left of centerline, 50' AGL/699' MSL. **Rwy 25**, tree 1753' from departure end of runway, 368' right of centerline, 77' AGL/775' MSL. Sign 2233' from departure end of runway, 418' right of centerline, 25' AGL/764' MSL. Obstruction light pole 1723' from departure end of runway, 435' right of centerline, 32' AGL/750' MSL. Building 3654' from departure end of runway, 1034' right of centerline, 31' AGL/768' MSL. Fence 1897' from departure end of runway, 423' left of centerline, 15' AGL/734' MSL. Multiple trees, signs, and obstruction light poles, beginning 2696' from departure end of runway, 343' left of centerline up to 51' AGL/843' MSL. Power pole 2464' from departure end of runway, 248' right of centerline, 39' AGL/780' MSL. **Rwy 30**, Multiple trees, obstruction light poles, and towers beginning 1115' from departure end of runway, 12' right of centerline up to 258' AGL/936' MSL. Multiple trees and antenna beginning 1662' from departure end of runway, 195' left of centerline, up to 44' AGL/786' MSL.

## IOWA FALLS, IA

IOWA FALLS MUNI (IFA)

ORIG 09071 (FAA)

NOTE: **Rwy 13**, multiple trees and buildings beginning 1092' from DER, 349' left of centerline, up to 100' AGL/1239' MSL. **Rwy 31**, multiple trees and buildings beginning 1023' from DER, 750' left of centerline, up to 100' AGL/1259' MSL.

## JEFFERSON, IA

JEFFERSON MUNI (EFW)

AMDT 2 95089 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 400-2.

## JEFFERSON CITY, MO

JEFFERSON CITY MEMORIAL (JEF)

AMDT 7 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 300-1½. **Rwy 27**, 300-1½ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1200 before proceeding on course. **Rwy 12**, climb heading 120° to 1100 before proceeding on course. **Rwy 27**, climb heading 268° to 1100 before proceeding on course. **Rwy 30**, climb heading 300° to 1000 before proceeding on course.

NOTE: **Rwy 9**, glideslope antenna 1101' from departure end of runway, 598' right of centerline, 31' AGL/577' MSL. Trees beginning 4022' from departure end of runway, 1487' left to 1110' right of centerline, up to 100' AGL/839' MSL. **Rwy 12**, trees beginning 2134' from departure end of runway, 980' left of centerline, up to 56' AGL/603' MSL. **Rwy 27**, hangar and trees beginning 600' from departure end of runway, 199' right of centerline, up to 100' AGL/739' MSL. Antenna on bridge, tower, water treatment plant, and trees beginning 94' from departure end of runway, 113' left of centerline, up to 100' AGL/759' MSL. **Rwy 30**, light on DME, sign, tower, poles, and trees beginning 617' from departure end of runway, 216' left of centerline, up to 109' AGL/649' MSL. Vehicles on road, pole and trees beginning 397' from departure end of runway, 265' right of centerline, up to 133' AGL/681' MSL.

## JOPLIN, MO

JOPLIN RGNL (JLN)

AMDT 4 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 328' per NM to 2500, or 1500-3 for climb in visual conditions. **Rwy 23**, std. with a min. climb of 340' per NM to 2500, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 134° to 2500 before proceeding on course. **Rwy 18**, climb via heading 178° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course. **Rwy 23**, climb via heading 226° to 2500, or for climb in visual conditions: cross departure end of runway at or above 2300 before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1250' from departure end of runway, 277' left to 223' right of centerline, up to 60' AGL/1050' MSL. **Rwy 13**, multiple trees beginning 475' from departure end of runway, 693' left to 1726' right of centerline, up to 100' AGL/1189' MSL. **Rwy 18**, obstruction light 1161' from departure end of runway, 265' right of centerline, 32' AGL/1007' MSL. **Rwy 23**, multiple trees beginning 623' from departure end of runway, 267' left of 187' right of centerline, up to 70' AGL/1032' MSL. **Rwy 31**, multiple trees beginning 1141' from departure end of runway, 730' left of centerline, up to 60' AGL/994' MSL.

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## KAISER/LAKE OZARK, MO

LEE C. FINE MEMORIAL (AIZ)

AMDT 1 06271 (FAA)

NOTE: **Rwy 3**, multiple trees beginning 12' from departure end of runway, 420' left of centerline, up to 37' AGL/906' MSL. Tree 338' from departure end of runway, 481' right of centerline, 44' AGL/913' MSL. **Rwy 21**, multiple trees beginning 266' from departure end of runway, 395' left of centerline, up to 72' AGL/935' MSL. Multiple trees beginning 235' from departure end of runway, 468' right of centerline, up to 82' AGL/945' MSL.

## KANSAS CITY, MO

CHARLES B. WHEELER DOWNTOWN (MKC)

AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-2 1/4 or std. with a min. climb of 335' per NM to 2000. **Rwy 3**, 400-2 1/4 or std. with a min. climb of 235' per NM to 1900. **Rwy 19**, 1300-3 or std. with a min. climb of 669' per NM to 2500. **Rwy 21**, 200-1 3/4 or std. with a min. climb of 238' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 1**, climb via heading 008° to 2000 before proceeding on course. **Rwy 3**, climb via heading 033° to 1900 before proceeding on course. **Rwy 19**, climb via heading 188° to 2500 before proceeding on course. **Rwy 21**, climb via heading 213° to 1100 before proceeding on course.

NOTE: **Rwy 1**, multiple roads, trees, buildings and towers beginning at departure end of runway, 135' left of centerline, up to 100' AGL/1079' MSL. Obstruction light on elevator 3663' from departure end of runway, 1231' right of centerline, 172' AGL/912' MSL. Tree 1.7 NM from departure end of runway, 1564' left of centerline, 100' AGL/1029' MSL. **Rwy 3**, multiple roads, railroads, poles, buildings, and obstruction lights beginning 40' from departure end of runway, 240' right of centerline, up to 94' AGL/853' MSL. Obstruction light on elevator 829' from departure end of runway 478' right of centerline, 125' AGL/865' MSL. Crane T 2.1 NM from departure end of runway, 3151' right of centerline, 296' AGL/1110' MSL. **Rwy 19**, multiple trees, towers, buildings, and obstruction lights beginning 282' from departure end of runway, 279' right of centerline, up to 291' AGL/1251' MSL, tower 2.5 NM from departure end of runway, 3165' left of centerline, 1168' AGL/2049' MSL. **Rwy 21**, multiple bridge, levee, trees, cranes, towers, and buildings beginning 205' from departure end of runway, 476' right of centerline, up to 118' AGL/858' MSL, obstruction light on elevator 5178' from departure end of runway, 803' left of centerline, 148' AGL/896' MSL, stack 1.3 NM from departure end of runway, 589' left of centerline, 198' AGL/948' MSL.

## KANSAS CITY INTL (MCI)

ORIG 05300 (FAA)

NOTE: **Rwy 1R**, tree 1653' from departure end of runway, 661' left of centerline, 60' AGL/1019' MSL. **Rwy 9**, tree 4544' from departure end of runway, 638' right of centerline, 100' AGL/1159' MSL. **Rwy 27**, trees beginning 1066' from departure end of runway, across centerline, up to 86' AGL/1095' MSL.

## KENNETT, MO

KENNETT MEMORIAL (TKX)

AMDT 1 05356 (FAA)

NOTE: **Rwy 2**, tree 1869' from departure end of runway, 637' right of centerline, 78' AGL/338' MSL. Tree 1919' from departure end of runway, 648' right of centerline, 78' AGL/337' MSL. **Rwy 20**, tree 2018' from departure end of runway, 75' left of centerline, 65' AGL/320' MSL. Tree 1938' from departure end of runway, 297' left of centerline, 69' AGL/328' MSL. Dead tree 1057' from departure end of runway, 324' right of centerline, 46' AGL/300' MSL. Treeline 1083' from departure end of runway, 408' right of centerline, 44' AGL/298' MSL. Treeline 1085' from departure end of runway, 420' right of centerline, 45' AGL/299' MSL.

## KEOKUK, IA

KEOKUK MUNI (EOK)

ORIG 06271 (FAA)

NOTE: **Rwy 8**, tree 79' from departure end of runway, 513' right of centerline, 26' AGL/695' MSL. Fence and trees 102' from departure end of runway, 298' left of centerline, 37' AGL/706' MSL. **Rwy 14**, multiple trees 200' from departure end of runway, 156' left of centerline, 65' AGL/704' MSL. Multiple trees 172' from departure end of runway, 92' right of centerline, 70' AGL/739' MSL. **Rwy 26**, tree 298' from departure end of runway, 496' left of centerline, 56' AGL/695' MSL. Tank and trees 351' from departure end of runway, 508' right of centerline, 111' AGL/790' MSL. **Rwy 32**, multiple trees 303' from departure end of runway, 243' left of centerline 56' AGL/725' MSL. Hanger and tree 281' from departure end of runway, 442' right of centerline, 61' AGL/730' MSL.

## KIRKSVILLE, MO

KIRKSVILLE RGNL (IRK)

ORIG 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27**, NA-turf runways.

NOTE: **Rwy 18**, multiple trees beginning 986' from departure end of runway, 278' left of centerline, up to 44' AGL/1023' MSL. **Rwy 36**, multiple trees and poles beginning 935' from departure end of runway, 179' right of centerline, up to 54' AGL/1033' MSL. Obstruction light on DME antenna 649' from departure end of runway, 269' right of centerline, 7' AGL/986' MSL. Truck on road beginning 1081' from departure end of runway, 785' right of centerline, 17' AGL/996' MSL. Tree 326' from departure end of runway, 473' left of centerline, 17' AGL/976' MSL.



## KNOXVILLE, IA

KNOXVILLE (OXV)  
ORIG 10098 (FAA)

NOTE: **Rwy 15**, vehicle and road beginning 49' from DER, 295' left of centerline, up to 15' AGL/937' MSL. Trees beginning 387' from DER, 389' right of centerline, up to 100' AGL/1029' MSL. Poles beginning 407' from DER, 224' left of centerline, up to 61' AGL/962' MSL. Buildings beginning 506' from DER, 406' right of centerline, up to 28' AGL/948' MSL. Trees beginning 685' from DER, 396' left of centerline, up to 100' AGL/1029' MSL. **Rwy 33**, trees beginning 33' from DER, 440' left of centerline, up to 73' AGL/963' MSL. Trees beginning 39' from DER, 465' right of centerline, up to 100' AGL/1029' MSL. Fence beginning 86' from DER, 350' right of centerline, up to 9' AGL/930' MSL. Vehicle and road beginning 158' from DER, 490' right of centerline, up to 15' AGL/931' MSL.

## LAMAR, MO

LAMAR MUNI (LLU)  
ORIG 08101 (FAA)

NOTE: **Rwy 3**, Road/Vehicle 201' from departure end of runway, 512' left of centerline, 15' AGL/1014' MSL. Road/Vehicle 385' from departure end of runway, 158' left of centerline, 15' AGL/1014' MSL. School 534' from departure end of runway, 386' right of centerline, 16' AGL/1015' MSL. **Rwy 21**, Road/Vehicle 274' from departure end of runway, 387' left of centerline, 15' AGL/1024' MSL.

## LE MARS, IA

LE MARS MUNI (LRJ)  
AMDT 1A 07283 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, turn right, heading 270°, climb to 3500 before turning on course. **Rwy 36**, climb to 3500 before turning on course.

NOTE: **Rwy 18**, vehicle on road, 293' from departure end of runway, 292' left of centerline, 17' AGL/1216' MSL.

## LEBANON, MO

FLOYD W JONES LEBANON (LBO)  
ORIG 10154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1¼ or std. w/min. climb of 245' per NM to 1600', or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 2000' prior to DER.

NOTE: **Rwy 18**, multiple trees beginning 49' from DER, 388' right of centerline, up to 88' AGL/1398' MSL. Pole 440' from DER, 409' right of centerline, up to 44' AGL/1334' MSL. **Rwy 36**, multiple poles and trees beginning 151' from DER, 366' left of centerline, up to 72' AGL/1372' MSL. Multiple trees beginning 679' from DER, 504' right of centerline, up to 67' AGL/1367' MSL. Tower 5528' from DER, 186' right of centerline, up to 182' AGL/1472' MSL.

## LEE'S SUMMIT, MO

LEE'S SUMMIT MUNI (LXT)  
ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 13' from departure end of runway, 116' left of centerline, up to 63' AGL/1062' MSL. **Rwy 11**, building 140' from departure end of runway, 388' left of centerline, 24' AGL/1023' MSL. Multiple buildings 169' from departure end of runway, 334' right of centerline, 26' AGL/1019' MSL. Multiple trees beginning 233' from departure end of runway, 182' left of centerline, up to 40' AGL/1039' MSL. **Rwy 29**, multiple antennas and poles 402' from departure end of runway, 408' right of centerline, up to 35' AGL/1024' MSL. Tank 344' from departure end of runway, 419' right of centerline, 13' AGL/1002' MSL. Multiple trees beginning 648' from departure end of runway, 73' left of centerline, up to 67' AGL/1036' MSL. **Rwy 36**, pole 77' from departure end of runway, 316' right of centerline, 11' AGL/1010' MSL. Post 39' from departure end of runway, 461' right of centerline, 8' AGL/1007' MSL. Multiple trees beginning 206' from departure end of runway, 241' right of centerline, up to 39' AGL/1028' MSL. Multiple trees beginning 241' from departure end of runway, 93' left of centerline, up to 36' AGL/1015' MSL.

## LEXINGTON, MO

LEXINGTON MUNI (4K3)

TAKE-OFF MINIMUMS: **Rwys 13, 18, 31, 36**, std. except NA at night. **Rwy 4**, 300-1 or std. with a min. climb of 220' per NM to 800.

## MALDEN, MO

MALDEN RGNL (MAW)  
ORIG 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 317° to 900 before turning left.

NOTE: **Rwy 14**, trees 1619' from DER, 856' right of centerline, 100' AGL/394' MSL. **Rwy 18**, trees 2744' from DER, 996' left of centerline, 100' AGL/394' MSL. Trees 2766' from DER, 1042' right of centerline, 100' AGL/394' MSL. **Rwy 36**, trees 2841' from DER, 1157' left of centerline, 100' AGL/399' MSL.

## MAPLETON, IA

JAMES G. WHITING MEMORIAL FIELD (MEY)  
AMDT 1 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2¼ or std. w/min. climb of 417' per NM to 1700. **Rwy 20**, 500-2¼ or std. w/min. climb of 249' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 019° to 1700 before turning left. **Rwy 20**, climb heading 199° to 1700 before turning left.

NOTE: **Rwy 2**, tree 5817' from DER, 748' left of centerline, 100' AGL/1419' MSL.

## MAQUOKETA, IA

MAQUOKETA MUNI (OQW)

AMDT 1 10154 (FAA)

NOTE: **Rwy 15**, terrain beginning 175' from DER, 59' right of centerline, up to 824' MSL. Trees beginning 2209' from DER, 222' right of centerline, up to 50' AGL/889' MSL. Terrain beginning 94' from DER, 70' left of centerline, up to 745' MSL. **Rwy 33**, multiple power lines beginning 992' from DER, left and right of centerline, up to 50' AGL/829' MSL. Trees beginning 1423' from DER, 607' right of centerline, up to 50' AGL/909' MSL. Terrain beginning 1030' from DER, 655' right of centerline, up to 909' MSL.

## MARSHALL, MO

MARSHALL MEMORIAL MUNI (MHL)

ORIG 05356 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. with a min. climb of 284' per NM to 2100, or 1300-3 for climb in visual conditions. **Rwy 27**, std. with a min. climb of 300' per NM to 2100, or 1300-2½ for climb in visual conditions. **Rwy 36**, std. with a min. climb of 263' per NM to 1500, or 1300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 18, 27, 36**, for climb in visual conditions: Cross Marshall Memorial Muni airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 36**, tower 319' from departure end of runway, 483' right of centerline, 53' AGL/817' MSL. Tower 1.9 NM from departure end of runway, 1.1 NM left of centerline, 382' AGL/1162' MSL.

## MARYVILLE, MO

NORTHWEST MISSOURI RGNL (EVU)

AMDT 3 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/min. climb of 260' per NM to 2000 or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 323° to 1800 before turning right. **Rwy 36**, for climb in visual conditions cross Northwest Missouri Rgnl airport at or above 2100 MSL before proceeding on course.

NOTE: **Rwy 32**, tree 436' from DER, 321' left of centerline, 58' AGL/1156' MSL.

## MEXICO, MO

MEXICO MEMORIAL (MYJ)

ORIG 04050 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, std. with a min. climb of 230' per NM to 2200, or 900-2½ for climb in visual conditions. **Rwy 36**, NA, obstacles.

DEPARTURE PROCEDURE: **Rwy 24**, for climb in visual conditions: cross Mexico Memorial Airport at or above 1700.

NOTE: **Rwy 6**, multiple trees and antennas beginning 60' from departure end of runway, left and right of centerline, up to 100' AGL/902' MSL.

## MILFORD, IA

FULLER (4DB)

TAKE-OFF MINIMUMS: **Rwys 9, 18, 36**, 300-1. **Rwy 27**, 600-2.

DEPARTURE PROCEDURE: **Rwys 9, 18, 36**, climb runway heading to 2000 before turning.

## MONETT, MO

MONETT MUNI (HFJ)

ORIG 07018 (FAA)

NOTE: **Rwy 18**, multiple trees and fence beginning 2' from departure end of runway, 437' left of centerline, up to 39' AGL/1340' MSL. Multiple trees 1107' from departure end of runway, 293' right of centerline, up to 27' AGL/1342' MSL. **Rwy 36**, multiple trees, antennas, buildings, light poles and hangar beginning 24' from departure end of runway, 399' right of centerline, up to 60' AGL/1379' MSL. Trees 1006' from departure end of runway, 521' left of centerline, 54' AGL/1353' MSL.

## MONTICELLO, IA

MONTICELLO RGNL (MXO)

AMDT 4 01361 (FAA)

NOTE: **Rwy 15**, 969' MSL tree 2849' from departure end of runway, 60' right of centerline.

## MONTICELLO, MO

LEWIS COUNTY RGNL (6M6)

ORIG 06271 (FAA)

NOTE: **Rwy 36**, tree 2609' from departure end of runway, 980' right of centerline, 45' AGL/741' MSL.

## MOSBY, MO

MIDWEST NATIONAL AIR CENTER (GPH)

AMDT 1 07354 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1562' from departure end of runway, 16' right of centerline, up to 100' AGL/861' MSL. Multiple trees beginning 1278' from departure end of runway, 46' left of centerline, up to 100' AGL/859' MSL. **Rwy 36**, multiple trees beginning 2224' from departure end of runway, 57' right of centerline, up to 100' AGL/889' MSL. Multiple trees beginning 2302' from departure end of runway, 231' left of centerline, up to 100' AGL/916' MSL.

## MOUNT PLEASANT, IA

MOUNT PLEASANT MUNI (MPZ)

AMDT 1 99026 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, 300-1. **Rwy 33**, 500-2 or std. with a min. climb of 280' per NM to 1400.

## MOUNTAIN GROVE, MO

MOUNTAIN GROVE MEMORIAL (1MO)

AMDT 1 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1½ or std. w/min. climb of 221' per NM to 1700, or alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to DER.

DEPARTURE PROCEDURE: **Rwy 8**, climb heading 080° to 2100 before turning right.

NOTE: **Rwy 8**, trees beginning 24' from DER, 139' right of centerline, up to 100' AGL/1639' MSL. Trees beginning 37' from DER, 115' left of centerline, up to 100' AGL/1619' MSL. Vehicles on road beginning 217' from DER, on centerline, up to 15' AGL/1514' MSL. **Rwy 26**, trees beginning 4' from DER, 64' right of centerline, up to 100' AGL/1579' MSL. Trees beginning 32' from DER, 81' left of centerline, up to 100' AGL/1579' MSL.

**MOUNTAIN VIEW, MO****MOUNTAIN VIEW (MNF)**

AMDT 3 93007 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 600-2 or std. with a min. climb of 220' per NM to 1900.DEPARTURE PROCEDURE: **All runways** climb to 1900 via runway heading before proceeding on course.**MUSCATINE, IA****MUSCATINE MUNI (MUT)**DEPARTURE PROCEDURE: **Rwys 6, 24, 30**, climb runway heading to 2300 before proceeding on course. **Rwy 12**, climbing left turn to 2300 via DDD R-070 before proceeding on course.**NEOSHO, MO****NEOSHO HUGH ROBINSON (EOS)**

ORIG 07130 (FAA)

NOTE: **Rwy 1**, multiple trees and power poles beginning 198' from departure end of runway, 168' left of centerline, up to 100' AGL/1319' MSL. Multiple trees and power poles beginning 82' from departure end of runway, 22' right of centerline, up to 100' AGL/1339' MSL. **Rwy 19**, truck on road 346' from departure end of runway, 592' left of centerline, 17' AGL/1266' MSL. Multiple trees, tower and truck on road beginning 142' from departure end of runway, 432' right of centerline, up to 160' AGL/1396' MSL.**NEW MADRID, MO****COUNTY MEMORIAL (EIW)**

AMDT 1 83132 (FAA)

DEPARTURE PROCEDURE: **Rwys 18, 36**, east departures (010° CW 170°) climb to 1200 on runway heading before proceeding on course.**NEWTON, IA****NEWTON MUNI (TNU)**

ORIG 07074 (FAA)

NOTE: **Rwy 14**, truck on road 3112' from departure end of runway, 1243' right of centerline, 15' AGL/964' MSL, tree 7519' from departure end of runway, multiple trees beginning 2996' from departure end of runway, 1200' left of centerline, up to 100' AGL/1059' MSL. **Rwy 32**, trees 10' from departure end of runway, 437' left of centerline, 30' AGL/989' MSL, sign 126' from departure end of runway, 490' right of centerline, 8' AGL/967' MSL, truck on road 302' from departure end of runway, 513' right of centerline, 17' AGL/976' MSL, multiple trees beginning 531' from departure end of runway, 439' right of centerline, up to 32' AGL/991' MSL.**OELWEIN, IA****OELWEIN MUNI (OLZ)**TAKE-OFF MINIMUMS: **Rwy 13**, 500-1 or std. with a min. climb of 212' per NM to 1700.**ORANGE CITY, IA****ORANGE CITY MUNI (ORC)**

ORIG 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1.**OSAGE BEACH, MO****GRAND GLAIZE-OSAGE BEACH (K15)**

AMDT 1 90039 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 32**, maintain runway heading to 1200 before turning on course.**OSKALOOSA, IA****OSKALOOSA MUNI (OOA)**

ORIG 09295 (FAA)

NOTE: **Rwy 13**, tree 262' from DER, 477' left of centerline, 100' AGL/939' MSL. **Rwy 31**, windsock 3' from DER, 357' right of centerline, 13' AGL/852' MSL. NAV 39' from DER, 168' right of centerline, 5' AGL/839' MSL. Tree 988' from DER, 525' right of centerline, 100' AGL/949' MSL. Tree 2056' from DER, 609' right of centerline, 59' AGL/893' MSL.**OTTUMWA, IA****OTTUMWA RGNL (OTM)**

ORIG 09071 (FAA)

NOTE: **Rwy 4**, bush 98' from DER, 211' right of centerline, 5' AGL/850' MSL. Tree 629' from DER, 380' right of centerline, 34' AGL/863' MSL. Tree 847' from DER, 248' right of centerline, 34' AGL/863' MSL. **Rwy 13**, pole 2026' from DER, 961' left of centerline, 59' AGL/898' MSL. **Rwy 22**, tree 1010' from DER, 403' right of centerline, 54' AGL/883' MSL. Tree 1072' from DER, 70' right of centerline, 45' AGL/874' MSL. **Rwy 31**, tree 794' from DER, 661' left of centerline, 56' AGL/885' MSL.**PELLA, IA****PELLA MUNI (PEA)**

AMDT 1 08325 (FAA)

NOTE: **Rwy 16**, trees, buildings and ground beginning 9' from departure end of runway, 144' left of centerline, up to 100' AGL/979' MSL. Trees beginning 54' from departure end of runway, 193' right of centerline, up to 100' AGL/959' MSL. **Rwy 34**, trees and poles beginning 838' from departure end of runway, 135' left of centerline, up to 100' AGL/979' MSL. Trees and poles beginning 226' from departure end of runway, 296' right of centerline, up to 100' AGL/989' MSL. Vehicle on road at departure end of runway, 499' right of centerline, 15' AGL/895' MSL.**PERRY, IA****PERRY MUNI (PRO)**

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Environmental. NOTE: **Rwy 14**, tree 40' from departure end of runway, 180' left of centerline, 13' AGL/1017' MSL. **Rwy 32**, trees beginning 1882' from departure end of runway, 917' left of centerline, up to 100' AGL/1099' MSL. Vehicles beginning 565' from departure end of runway, right to left of centerline, up to 17' AGL/1036' MSL.

## PERRYVILLE, MO

PERRYVILLE MUNI (K02)

ORIG 10210 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 400-2½ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard take-off minimums and normal 200'/NM climb gradient, take-off must occur no later than 1800' prior to DER.

**Rwy 20**, 400-2½ or std. w/ min. climb of 300' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1200 before proceeding on course. **Rwy 20**, climb heading 197° to 900 before turning left.

NOTE: **Rwy 2**, vehicles on road beginning 3' from DER, 480' right of centerline, up to 15' AGL/384' MSL. Tree 324' from DER, 458' right of centerline, 75' AGL/379' MSL. Tree 412' from DER, 89' left of centerline, 75' AGL/381' MSL. Trees beginning 2.1 NM from DER, 2560' right of centerline, up to 75' AGL/714' MSL. **Rwy 20**, vehicles on road beginning 483' from DER, 577' left of centerline, up to 15' AGL/386' MSL. Trees beginning 1.1 NM from DER, left and right of centerline, up to 75' AGL/714' MSL.

## POCAHONTAS, IA

POCAHONTAS MUNI (POH)

AMDT 2A 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Turf. **Rwy 29**, 300-1.

## POINT LOOKOUT, MO

M. GRAHAM CLARK-TANEY COUNTY (PLK)

DEPARTURE PROCEDURE: **Rwy 11**, north departures (290° CW 090°) climb to 1700 on runway heading before proceeding on course.

## POPLAR BLUFF, MO

POPLAR BLUFF MUNI (POF)

AMDT 1 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 511' from departure end of runway, 515' right of centerline, up to 95' AGL/420' MSL. Multiple trees beginning 878' from departure end of runway, 109' left of centerline, up to 103' AGL/428' MSL. **Rwy 36**, multiple trees beginning 1163' from departure end of runway, 340' right of centerline, up to 66' AGL/391' MSL. Multiple trees beginning 1191' from departure end of runway, 92' left of centerline, up to 79' AGL/404' MSL.

## POTOSI, MO

WASHINGTON COUNTY (8WC)

ORIG 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-2½ or std. w/ min. climb of 307' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 017° to 1600 before turning left.

NOTE: **Rwy 20**, trees 1.67 NM from departure end of runway, 95' left of centerline, 100' AGL/1348' MSL.

## REDOAK, IA

RED OAK MUNI (RDK)

TAKE-OFF MINIMUMS: **Rwy 13**, 400-1. **Rwys 31, 35**, 300-1.

DEPARTURE PROCEDURE: **Rwys 5, 13, 17, 31, 35** climb runway heading to 1600 before turning eastbound.

## ROCK RAPIDS, IA

ROCK RAPIDS MUNI (RRQ)

ORIG 88154 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1.

## ROLLA, MO

ROLLA DOWNTOWN (K07)

AMDT 1 03135 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 400-2 or std. with a min. climb of 311' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 090° to 1500 before proceeding on course.

NOTE: **Rwy 9**, tower 9162' from departure end of runway, 975' left of centerline, 155' AGL/1333' MSL.

## SAC CITY, IA

SAC CITY MUNI (SKI)

ORIG 10154 (FAA)

NOTE: **Rwy 18**, trees beginning 675' from DER, 673' right of centerline, up to 50' AGL/1279' MSL. **Rwy 32**, vehicles on road beginning 349' from DER, 584' right of centerline, up to 15' AGL/1264' MSL. **Rwy 36**, vehicles on road beginning 562' from DER, left and right of centerline, up to 15' AGL/1264' MSL.

## ST. CHARLES, MO

ST. CHARLES COUNTY SMARTT (SET)

AMDT 2 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. with a min. climb of 262' per NM to 1300, OR 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross St. Charles County Smartt airport at or above 1300 before proceeding on course.

NOTE: **Rwy 36**, tree 2.3 NM from departure end of runway, 3932' right of centerline, 100' AGL/891' MSL.

## ST. JOSEPH, MO

ROSECRANS MEMORIAL (STJ)

AMDT 6 05300 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 400-2½ or std. with a min. climb of 325' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 13**, climb via heading 132° to 2200 before turning left.

NOTE: **Rwy 13**, tree 3394' from departure end of runway, 655' left of centerline, 100' AGL/919' MSL. **Rwy 17**, trees beginning 2691' from departure end of runway, across course line, up to 109' AGL/928' MSL. **Rwy 31**, trees beginning 1.18 NM from departure end of runway, 986' left of centerline, up to 100' AGL/1139' MSL.

## ST. LOUIS, MO

CREVE COEUR (1H0)

AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-2¼ or std. w/ min. climb of 206' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway. **Rwy 34**, 300-2¼ or std. w/ min. climb of 337' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 34**, climb heading 338° to 1100 before proceeding on course.

NOTE: **Rwy 16**, vehicle on road, pole and trees beginning 200' from departure end of runway, 219' right of centerline, up to 100' AGL/546' MSL. Trees beginning 100' from departure end of runway, 356' left of centerline, up to 100' AGL/719' MSL. **Rwy 34**, multiple trees beginning 1847' from departure end of runway, 418' right of centerline up to 100' AGL/749' MSL. Levee and trees beginning 744' from departure end of runway, 275' left of centerline, up to 90' AGL/612' MSL.

## LAMBERT-ST. LOUIS INTL (STL)

AMDT 1 06103 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1¼ or std. with a min. climb of 407' per NM to 900. **Rwy 24**, 100-1¼ or std. with a min. climb of 280' per NM to 800. **Rwy 30L**, 100-1 or std. with a min. climb of 276' per NM to 800. **Rwy 30R**, 200-1½ or std. with a min. climb of 322' per NM to 900.

NOTE: **Rwy 6**, railroad 578' from departure end of runway, 621' left of centerline, 23' AGL/557' MSL, obstruction light on LDA 1038' from departure end of runway, 706' right of centerline, 25' AGL/573' MSL, antenna on building, 2478' from departure end of runway, 1009' right of centerline, 30' AGL/598' MSL. **Rwy 11**, control tower 5025' from departure end of runway, 1523' left of centerline, 219' AGL/774' MSL. Multiple buildings, towers and trees beginning 2029' from departure end of runway, 37' left of centerline, up to 219' AGL/774' MSL. Multiple signs, trees, towers, and buildings beginning 1794' from departure end of runway, 40' right of centerline, up to 114' AGL/702' MSL. **Rwy 12L**, multiple trees and transmission towers beginning 1489' from departure end of runway, 72' right of centerline, up to 119' AGL/687' MSL. Obstruction light on DME 607' from departure end of runway, 260' left of centerline, 21' AGL/619' MSL. Multiple trees and transmission towers beginning 990' from departure end of runway, 158' left of centerline, up to 91' AGL/646' MSL.

## ST. LOUIS, MO (CON'T)

LAMBERT-ST. LOUIS INTL (CON'T)

**Rwy 12R**, multiple signs beginning 2933' from departure end of runway, 780' right of centerline, up to 88' AGL/672' MSL. Traffic signal 1578' from departure end of runway, 703' right of centerline, 25' AGL/636' MSL. Bush 1857' from departure end of runway, 500' right of centerline, 25' AGL/636' MSL. Transmission tower 5819' from departure end of runway, 665' right of centerline, 116' AGL/696' MSL. Multiple trees and transmission towers beginning 1966' from departure end of runway, 165' left of centerline, up to 119' AGL/687' MSL. **Rwy 24**, multiple trees and poles beginning 1067' from departure end of runway, 176' left of centerline, up to 90' AGL/683' MSL. Obstruction light on sign 1898' from departure end of runway, 502' left of centerline, 35' AGL/593' MSL. Multiple poles, trees and buildings beginning 1639' from departure end of runway, 92' right of centerline, up to 95' AGL/712' MSL. Tower 6429' from departure end of runway, 877' right of centerline, 103' AGL/703' MSL. **Rwy 30L**, road 1087' from departure end of runway, 601' left of centerline, 20' AGL/569' MSL. Pole 1803' from departure end of runway, 640' left of centerline, 14' AGL/585' MSL. Multiple trees beginning 3801' from departure end of runway, 193' left of centerline, up to 93' AGL/697' MSL. Antenna on building 675' from departure end of runway, 185' right of centerline, 14' AGL/563' MSL. Road 577' from departure end of runway, 503' right of centerline, 30' AGL/571' MSL. Road 1020' from departure end of runway, 583' right of centerline, 31' AGL/580' MSL. Traffic signal 1123' from departure end of runway, 217' right of centerline, 25' AGL/574' MSL. Terrain 1584' from departure end of runway, 672' right of centerline, 0' AGL/592' MSL. Multiple trees and poles beginning 2626' from departure end of runway, 43' right of centerline, up to 84' AGL/684' MSL. Obstruction light on localizer 614' from departure end of runway, on centerline, 8' AGL/558' MSL. **Rwy 30R**, obstruction light on glideslope 2098' from departure end of runway, 900' left of centerline, 48' AGL/587' MSL. Multiple trees, buildings, street lights, and antennae beginning 1548' from departure end of runway, 343' right of centerline, up to 147' AGL/741' MSL.

## SPIRIT OF ST. LOUIS (SUS)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8R**, 700-1 or std. w/ min. climb of 364' per NM to 800. **Rwy 26L**, 400-1¼ or std. with a min. climb of 258' per NM to 900.

NOTE: **Rwy 8L**, obstruction light 1214' from departure end of runway, 96' right of centerline, 27' AGL/496' MSL. **Rwy 8R**, antenna on building 142' from departure end of runway, 241' left of centerline, 10' AGL/470' MSL, antenna 262' from departure end of runway, 557' left of centerline, 26' AGL/487' MSL, trees beginning 5372' from departure end of runway, 1792' right of centerline, up to 94' AGL/653' MSL. **Rwy 26L**, trees beginning 1356' from departure end of runway, across centerline, up to 117' AGL/786' MSL.

## SEDALIA, MO

SEDALIA MEMORIAL (DMO)  
ORIG 08269 (FAA)

NOTE: **Rwy 18**, trees beginning 280' from departure end of runway, 356' left of centerline, up to 47' AGL/956' MSL. Trees beginning 158' from departure end of runway, 340' right of centerline, up to 49' AGL/958' MSL. **Rwy 23**, aircraft on ramp 34' from departure end of runway, 265' left of centerline, 15' AGL/934' MSL. Vehicle on road 417' from departure end of runway, 498' left of centerline, 15' AGL/924' MSL. Train 604' from departure end of runway, left to right of centerline, 23' AGL/932' MSL. Trees beginning 681' from departure end of runway, 286' right of centerline, up to 100' AGL/1009' MSL. Tower 4773' from departure end of runway, 577' right of centerline, 166' AGL/1030' MSL. **Rwy 36**, trees beginning 1948' from departure end of runway, 125' left of centerline, up to 100' AGL/949' MSL. Trees beginning 914' from departure end of runway, 698' right of centerline, up to 100' AGL/969' MSL.

## SHENANDOAH, IA

SHENANDOAH MUNI (SDA)  
AMDT 1 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 500-3 or std. w/ min. climb of 260' per NM to 1700. **Rwy 12**, 500-2 ¾ or std. w/ min. climb of 280' per NM to 1600.

NOTE: **Rwy 4**, towers 2.5 NM from departure end of runway, 3155' right of centerline, 491' AGL/1463' MSL. **Rwy 12**, tower 2.2 NM from departure end of runway, 2351' left of centerline, 317' AGL/1437' MSL. **Rwy 22**, tree 2023' from departure end of runway, 508' left of centerline, 61' AGL/1030' MSL. Catenary 965' from departure end of runway, 427' left of centerline, 35' AGL/999' MSL. Bush 101' from departure end of runway, 171' right of centerline, 8' AGL/972' MSL. Pole 1132' from departure end of runway, 253' left of centerline, 32' AGL/996' MSL. Fence 200' from departure end of runway, 392' left of centerline, 3' AGL/967' MSL. **Rwy 30**, trees 950' from departure end of runway, 200' right of centerline, 75' AGL/1024' MSL.

## SIKESTON, MO

SIKESTON MEMORIAL MUNI (SIK)  
ORIG 06271 (FAA)

NOTE: **Rwy 20**, multiple light poles and trees beginning 166' from departure end of runway, 398' right of centerline, up to 49' AGL/368' MSL. Rod on light pole 1167' from departure end of runway, 798' left of centerline, 34' AGL/348' MSL.

## SIoux CENTER, IA

SIoux CENTER MUNI (SOY)  
AMDT 2 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 174° to 2000 before turning east.

NOTE: **Rwy 18**, trees beginning 313' from DER, 550' left of centerline to 613' right of centerline, up to 110' AGL/1569' MSL. Farm SILO 700' from DER, 321' right of centerline 95' AGL/1554' MSL. **Rwy 36**, trees 934' from DER, 687' left of centerline up to 110' AGL/1559' MSL.

## SIoux CITY, IA

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35**, std. w/ min. climb of 250' per NM to 4200, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, climb via heading 310° to 2000 before turning east. **Rwy 35**, for climb in visual conditions: cross Sioux Gateway/ Col Bud Day Field at or above 2300 MSL before proceeding on course.

NOTE: **Rwy 13**, trees beginning 2042' from DER, 899' right of centerline, up to 100' AGL/1189' MSL. **Rwy 31**, trees beginning 2885' from DER, 122' left of centerline, up to 82' AGL/1171' MSL. Trees beginning 3100' from DER, 431' right of centerline, up to 100' AGL/1174' MSL. **Rwy 35**, trees beginning 795' from DER, 161' left of centerline, up to 100' AGL/1194' MSL. Trees beginning 473' from DER, 229' right of centerline, up to 100' AGL/1194' MSL.

## SPENCER, IA

SPENCER MUNI (SPW)  
ORIG 10154 (FAA)

NOTE: **Rwy 12**, ground 113' from DER, 308' right of centerline, 0' AGL/1341' MSL. Vehicle on road 531' from DER, 21' right of centerline, 15' AGL/1347' MSL. Trees and antenna on building beginning 2074' from DER, 466' right of centerline, up to 78' AGL/1449' MSL. Trees beginning 3985' from DER, 35' right of centerline, up to 120' AGL/1449' MSL. **Rwy 18**, vehicle on road 562' from DER, 21' right of centerline, 15' AGL/1353' MSL. Trees beginning 600' from DER, 487' right of centerline, up to 120' AGL/1459' MSL.

## SPRINGFIELD, MO

SPRINGFIELD-BRANSON NATIONAL (SGF)  
AMDT 1 90067 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with min. climb of 250' per NM to 1400.

## SULLIVAN, MO

SULLIVAN RGNL (UUV)  
ORIG 94090 (FAA)

TAKE-OFF MINIMUMS: **Rwy 24**, 300-1 or std. with min. climb of 320' per NM to 1200.

## TARKIO, MO

GOULD PETERSON MUNI (K57)  
ORIG 08269 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 1797' from departure end of runway, 22' left of centerline, 59' AGL/968' MSL. Multiple trees, power poles, vehicle on road and well beginning 94' from departure end of runway, 163' right of centerline, 75' AGL/984' MSL. **Rwy 36**, multiple trees, power poles beginning 404' from departure end of runway, 126' left of centerline, 31' AGL/990' MSL. Multiple trees, power poles and hangers beginning 44' from departure end of runway, 68' right of centerline, 48' AGL/997' MSL.



**TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****TIPTON, IA**

MATHEWS MEMORIAL (8C4)

AMDT 1 10098 (FAA)

DEPARTURE PROCEDURE: **Rwy 29**, climb heading 288° to 1900 before proceeding on course.

NOTE: **Rwy 11**, tree 1537' from DER, 668' left of centerline, 100' AGL/949' MSL. Tree 1801' from DER, 803' right of centerline, 100' AGL/929' MSL. Tree 3796' from DER, 227' left of centerline, 100' AGL/969' MSL. **Rwy 29**, tree 404' from DER, 576' right of centerline, 100' AGL/929' MSL. Tree 4068' from DER, 964' left of centerline, 100' AGL/959' MSL.

**TRENTON, MO**

TRENTON MUNI (TRX)

ORIG 90039 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, 500-2 or std. with a min. climb of 350' per NM to 1400.

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1400 before proceeding on course.

**VINTON, IA**

VINTON VETERANS MEMORIAL AIRPARK (VTI)

AMDT 1 83230 (FAA)

DEPARTURE PROCEDURE: **All Rwys**, north and east departures (270° CW 160°) climb on runway heading to 3400 before turning.

**WARRENSBURG, MO**

SKYHAVEN (RCM)

AMDT 1 07130 (FAA)

NOTE: **Rwy 13**, sign 177' from departure end of runway, 273' right of centerline, 30' AGL/815' MSL. **Rwy 18**, multiple trees beginning 5' from departure end of runway, 160' right of centerline, up to 39' AGL/826' MSL. Building, sign, multiple trees and poles beginning 466' from departure end of runway, 188' left of centerline, up to 48' AGL/837' MSL. **Rwy 36**, multiple trees beginning 192' from departure end of runway, 327' right of centerline, up to 20' AGL/817' MSL.

**WASHINGTON, IA**

WASHINGTON MUNI (AWG)

AMDT 1 10098 (FAA)

NOTE: **Rwy 13**, vehicle on road beginning 150' from DER, left and right of centerline, up to 15' AGL/774' MSL. Houses 787' from DER, 392' right of centerline, up to 50' AGL/809' MSL. **Rwy 36**, tank and water tower beginning 4640' from DER, 704' left of centerline, up to 150' AGL/890' MSL.

**WASHINGTON, MO**

WASHINGTON RGNL (FYG)

AMDT 1 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2¼ or std. w/ min. climb of 275' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 153° to 1100 before turning left.

NOTE: **Rwy 15**, numerous trees beginning 3076' from DER, 618' left of centerline up to 108' AGL/589' MSL. **Rwy 33**, numerous trees beginning 1035' from DER, 171' left of centerline, up to 68' AGL/552' MSL. Numerous trees beginning 2907' from DER, 66' right of centerline up to 65' AGL/824' MSL.

**WATERLOO, IA**

WATERLOO RGNL (ALO)

ORIG 06271 (FAA)

NOTE: **Rwy 6**, multiple trees beginning 2087' from departure end of runway, 265' right of centerline, up to 71' AGL/944' MSL, tree 2226' from departure end of runway, 125' left of centerline, 69' AGL/932' MSL. **Rwy 24**, tree 2262' from departure end of runway, 473' right of centerline, 55' AGL/925' MSL. **Rwy 30**, multiple trees beginning 2160' from departure end of runway, 938' right of centerline, up to 95' AGL/995' MSL. **Rwy 36**, multiple trees beginning 1213' from departure end of runway, 157' right of centerline, up to 54' AGL/1004' MSL.

**WAVERLY, IA**

WAVERLY MUNI (C25)

ORIG 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, 300-1.

**WEBSTER CITY, IA**

WEBSTER CITY MUNI (EBS)

ORIG 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environment.

NOTE: **Rwy 14**, trees beginning 1848' from DER, 223' left of centerline, up to 61' AGL/1185' MSL. **Rwy 32**, vehicle plus road 563' from DER, 55' right of centerline, 15' AGL/1123' MSL. Trees 3830' from DER, 826' right of centerline, 100' AGL/1209' MSL.

**WEST PLAINS, MO**

WEST PLAINS MUNI (UNO)

ORIG 06271 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1½ or std. w/ a min. climb of 215' per NM to 1500.

NOTE: **Rwy 18**, multiple trees beginning 98' from departure end of runway, 65' right of centerline, up to 50' AGL/1267' MSL. Multiple trees beginning 978' from departure end of runway, 388' left of centerline, up to 100' AGL/1277' MSL. **Rwy 36**, trees 3567' from departure end of runway, 14' left of centerline, 100' AGL/1319' MSL. Trees 5791' from departure end of runway, 1206' left of centerline, 100' AGL/1379' MSL.



WEST UNION, IA

GEORGE L. SCOTT MUNI (3Y2)  
AMDT 2 10210 (FAA)

NOTE: **Rwy 17**, tree 912' from DER, 114' left of centerline, 100' AGL/1259' MSL. Tree 3265' from DER, 554' left of centerline, 100' AGL/1309' MSL.  
**Rwy 35**, tree 750' from DER, 160' left of centerline, 100' AGL/1349' MSL. Vehicle on road 990' from DER, left to right of centerline, up to 15' AGL/1264' MSL. Tree 2296' from DER, 382' right of centerline, 100' AGL/1309' MSL.

WHITEMAN AFB (KSZL)

KNOB NOSTER, MO. . . . . ORIG, 09155  
TAKE-OFF OBSTACLES: **Rwy 1**, Aircraft 14' AGL/885' MSL, 22' from DER, 430' left of centerline. Aircraft 14' AGL/885' MSL, 31' from DER, 535' left of centerline.  
**Rwy 19**, Aircraft 16' AGL/851' MSL, 22' from DER, 468' left of centerline. Aircraft 16' AGL/851' MSL, 57' from DER, 468' left of centerline. Aircraft 14' AGL/849' MSL, 13' from DER, 538' left of centerline.

WINTERSET, IA

WINTERSET-MADISON COUNTY (3Y3)  
AMDT 1 95089 (FAA)  
TAKE-OFF MINIMUMS: **Rwy 14**, 300-1.

26 AUG 2010 to 23 SEP 2010

26 AUG 2010 to 23 SEP 2010

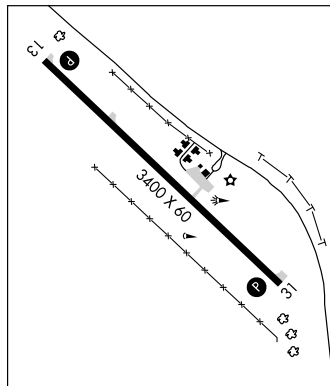


**ACKLEY MUNI** (4C7) 1 SE UTC-6(-5DT) N42°32.85' W93°02.01'  
 1070 NOTAM FILE FOD  
**RWY 15-33:** 2725X100 (TURF)  
**RWY 15:** Fence. **RWY 33:** Road.  
**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov-Apr. Radio controlled aircraft activity.  
**COMMUNICATIONS:** CTAF 122.9

OMAHA

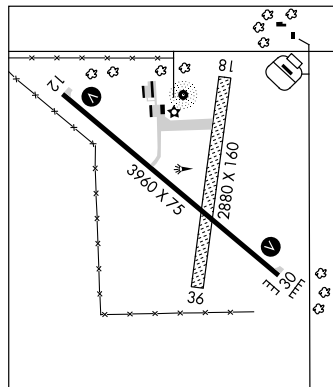
**ALBIA MUNI** (4C8) 3 SE UTC-6(-5DT) N40°59.67' W92°45.78'  
 963 B FUEL 100LL NOTAM FILE FOD  
**RWY 13-31:** H3400X60 (ASPH) S-15 MIRL  
**RWY 13:** PAPI(P2L)—GA 3.0° TCH 30'. P-line.  
**RWY 31:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.  
**AIRPORT REMARKS:** Unattended. For svc call 515-932-7815. Rwy 13 is calm wind rwy. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.  
**OTTUMWA (L) VOR/DME** 111.6 OTM Chan 53 N41°01.75' W92°19.56' 258° 20.0 NM to fld. 820/6E. **HIWAS.**

CHICAGO  
 L-121, 27A  
 IAP



**ALGONA MUNI** (AXA) 2 W UTC-6(-5DT) N43°04.67' W94°16.32'  
 1219 B S4 FUEL 100LL, JET A NOTAM FILE AXA  
**RWY 12-30:** H3960X75 (CONC) S-30, D-48 MIRL  
**RWY 12:** REIL. SAVASI(S2L). Road.  
**RWY 30:** REIL. SAVASI(S2R). Road.  
**RWY 18-36:** 2880X160 (TURF) 0.3% up N  
**RWY 18:** Road. **RWY 36:** Fence.  
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat 1400-1800Z. Rwy 12 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 12-30, REIL and SAVASI Rwy 12 and Rwy 30—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 118.475 (515) 295-9634.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**MINNEAPOLIS CENTER APP/DEP CON** 134.0  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.  
**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67' W94°17.69' 355° 28.0 NM to fld. 1164/7E. **HIWAS.**  
**NDB (MHW)** 403 AXA N43°04.88' W94°16.35' at fld.  
 NOTAM FILE AXA.

OMAHA  
 L-121  
 IAP



**ALLISON MUNI** (K98) 0 NW UTC-6(-5DT) N42°45.83' W92°48.26'  
 1053 TPA-1853(800) NOTAM FILE FOD  
**RWY 18-36:** 1790X175 (TURF)  
**RWY 36:** Pole.  
**AIRPORT REMARKS:** Unattended. Arpt CLOSED winter months. Arpt CLOSED to ngt ops. Rwy 36 is calm wind rwy. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.  
**COMMUNICATIONS:** CTAF 122.9

CHICAGO

RNAV (GPS) RWY 31  
ALBIA MUNI (4C8)

ALBIA MUNI (4C8)



**ANA**

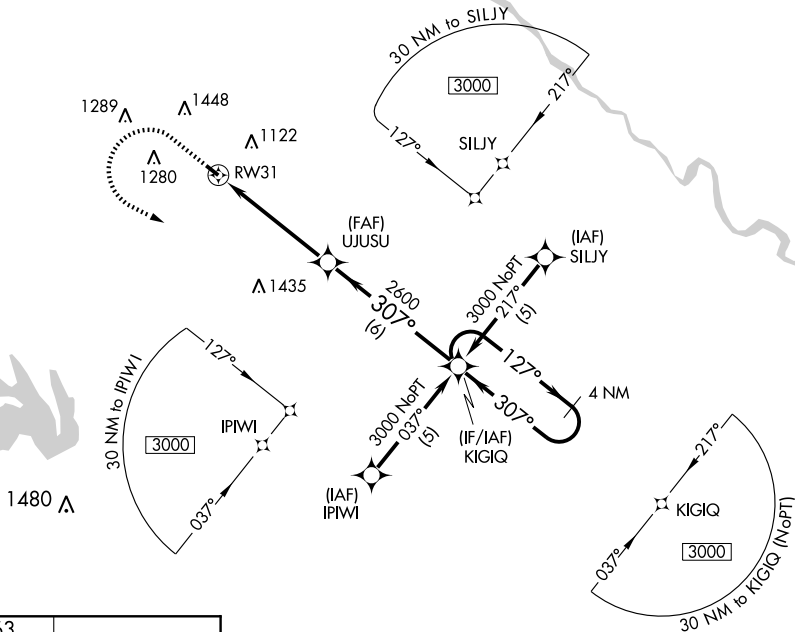
Use Ottumwa altimeter setting.

GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA

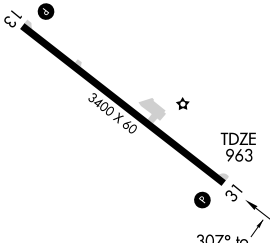
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct KIGIQ WP and hold.

CHICAGO CENTER  
118.15 354.1

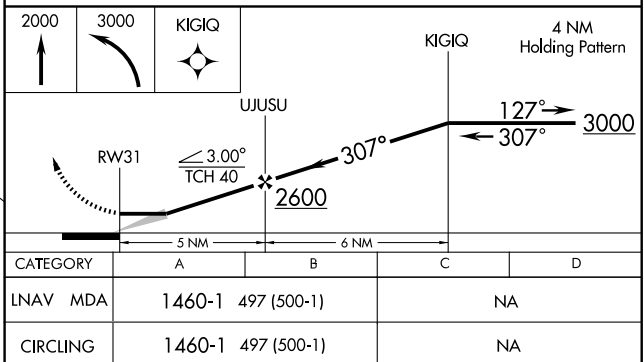
UNICOM  
122.8 (CTAF) **L**



ELEV 963



MIRL Rwy 13-31



ALBIA, IOWA  
Orig 09239

41°00'N - 92°46'W

ALBIA MUNI (4C8)  
RNAV (GPS) RWY 31

**NC-3, 26 AUG 2010 to 23 SEP 2010**

NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME OTM  
**111.6**  
Chan **53**

APP CRS  
258°

Rwy Idg	TDZE	Apt Elev
18L	100	100
18R	100	100
9	100	100
10	100	100
11	100	100
12	100	100
13	100	100
14	100	100
15	100	100
16	100	100
17	100	100
18	100	100
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97	100	100
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100	100	100

N/A  
N/A  
963

VOR/DME-A  
ALBIA MUNI (4C8)

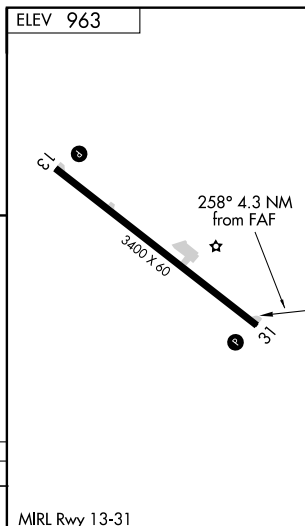
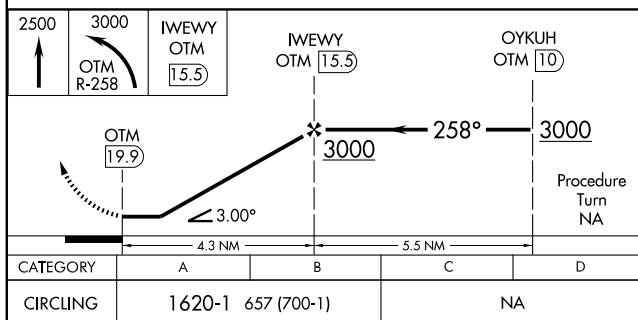
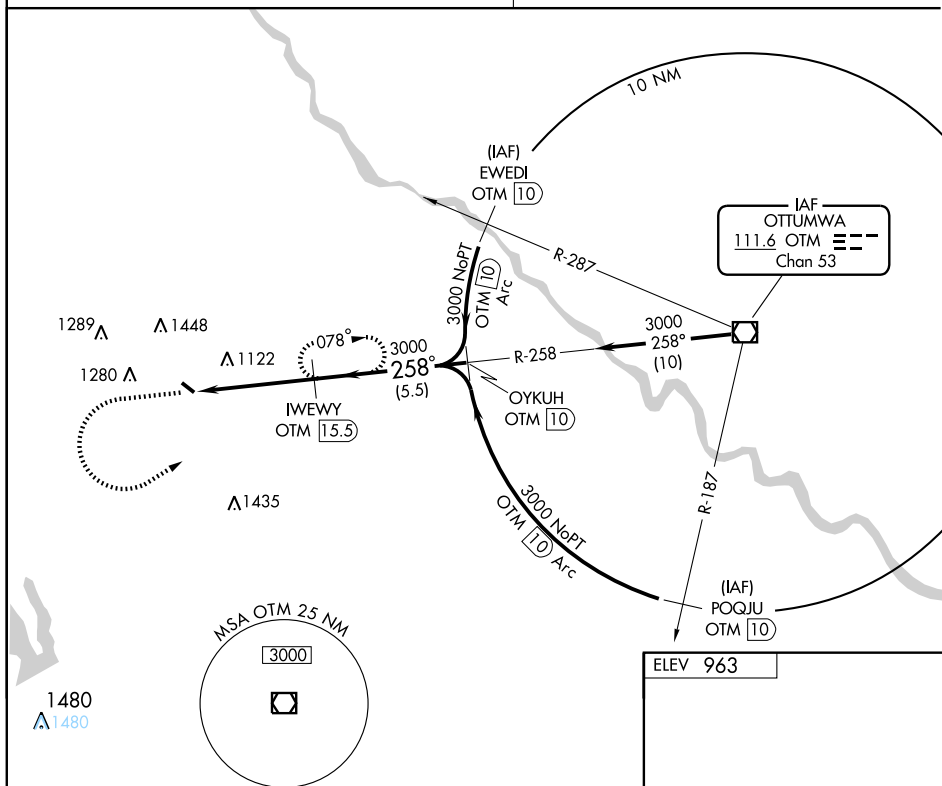
ALBIA MUNI (4C8)



Use Ottumwa altimeter setting.

**MISSED APPROACH:** Climb to 2500 then left climbing turn to 3000 via OTM R-258 to IWEWY/OTM 15.5 DME and hold.

CHICAGO CENTER  
118.15 354.1

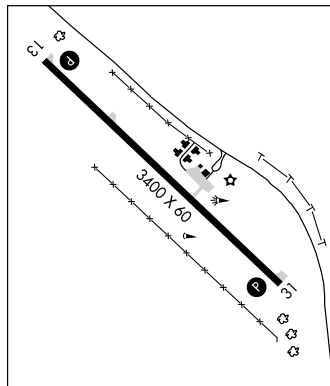
UNICOM  
122.8 (CTAF) **L**

**ACKLEY MUNI** (4C7) 1 SE UTC-6(-5DT) N42°32.85' W93°02.01'  
 1070 NOTAM FILE FOD  
**RWY 15-33:** 2725X100 (TURF)  
**RWY 15:** Fence. **RWY 33:** Road.  
**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov-Apr. Radio controlled aircraft activity.  
**COMMUNICATIONS:** CTAF 122.9

OMAHA

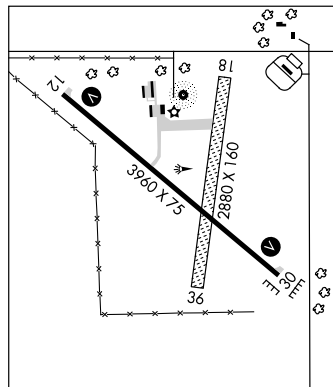
**ALBIA MUNI** (4C8) 3 SE UTC-6(-5DT) N40°59.67' W92°45.78'  
 963 B FUEL 100LL NOTAM FILE FOD  
**RWY 13-31:** H3400X60 (ASPH) S-15 MIRL  
**RWY 13:** PAPI(P2L)—GA 3.0° TCH 30'. P-line.  
**RWY 31:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.  
**AIRPORT REMARKS:** Unattended. For svc call 515-932-7815. Rwy 13 is calm wind rwy. ACTIVATE PAPI Rwy 13 and Rwy 31—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.  
**OTTUMWA (L) VOR/DME** 111.6 OTM Chan 53 N41°01.75' W92°19.56' 258° 20.0 NM to fld. 820/6E. **HIWAS.**

CHICAGO  
 L-121, 27A  
 IAP



**ALGONA MUNI** (AXA) 2 W UTC-6(-5DT) N43°04.67' W94°16.32'  
 1219 B S4 FUEL 100LL, JET A NOTAM FILE AXA  
**RWY 12-30:** H3960X75 (CONC) S-30, D-48 MIRL  
**RWY 12:** REIL. SAVASI(S2L). Road.  
**RWY 30:** REIL. SAVASI(S2R). Road.  
**RWY 18-36:** 2880X160 (TURF) 0.3% up N  
**RWY 18:** Road. **RWY 36:** Fence.  
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. Rwy 12 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 12-30, REIL and SAVASI Rwy 12 and Rwy 30—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 118.475 (515) 295-9634.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**MINNEAPOLIS CENTER APP/DEP CON** 134.0  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.  
**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67' W94°17.69' 355° 28.0 NM to fld. 1164/7E. **HIWAS.**  
**NDB (MHW)** 403 AXA N43°04.88' W94°16.35' at fld.  
 NOTAM FILE AXA.

OMAHA  
 L-121  
 IAP



**ALLISON MUNI** (K98) 0 NW UTC-6(-5DT) N42°45.83' W92°48.26'  
 1053 TPA-1853(800) NOTAM FILE FOD  
**RWY 18-36:** 1790X175 (TURF)  
**RWY 36:** Pole.  
**AIRPORT REMARKS:** Unattended. Arpt CLOSED winter months. Arpt CLOSED to ngt ops. Rwy 36 is calm wind rwy. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.  
**COMMUNICATIONS:** CTAF 122.9

CHICAGO

NDB AXA <b>403</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev	<b>3960</b> <b>1219</b> <b>1219</b>
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# NDB or GPS RWY 12

## ALGONA MUNI (AXA)

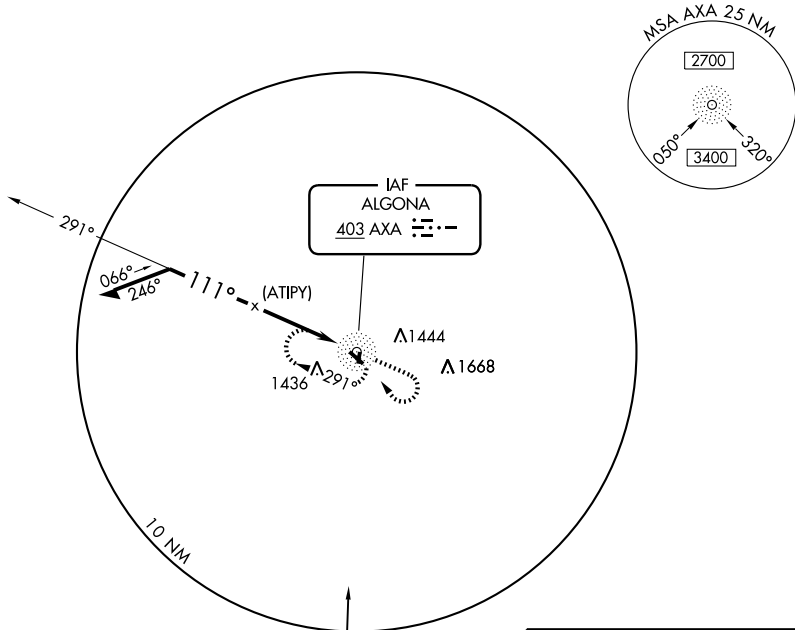


MISSED APPROACH: Climb to 2900 then right turn direct AXA NDB and hold.

AWOS-3  
**118.475**

MINNEAPOLIS CENTER  
**134.0 288.3**

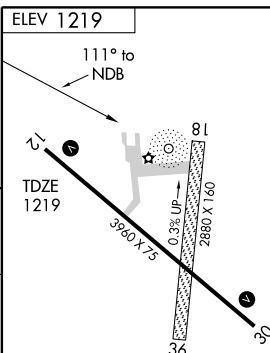
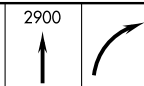
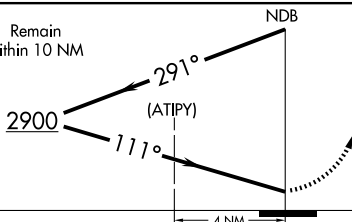
UNICOM  
**122.8 (CTAF)**



FORT DODGE  
**113.5 FOD**  
Chan 82

2365  $\Delta$

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-12	1840-1 621 (700-1)		NA	
CIRCLING	1840-1 621 (700-1)		NA	

MIRL Rwy 12-30  
REIL Rwy 12 and 30

APP CRS	Rwy Idg	3960
309°	TDZE	1219
	Apt Elev	1219

# RNAV (GPS) RWY 30

## ALGONA MUNI (AXA)

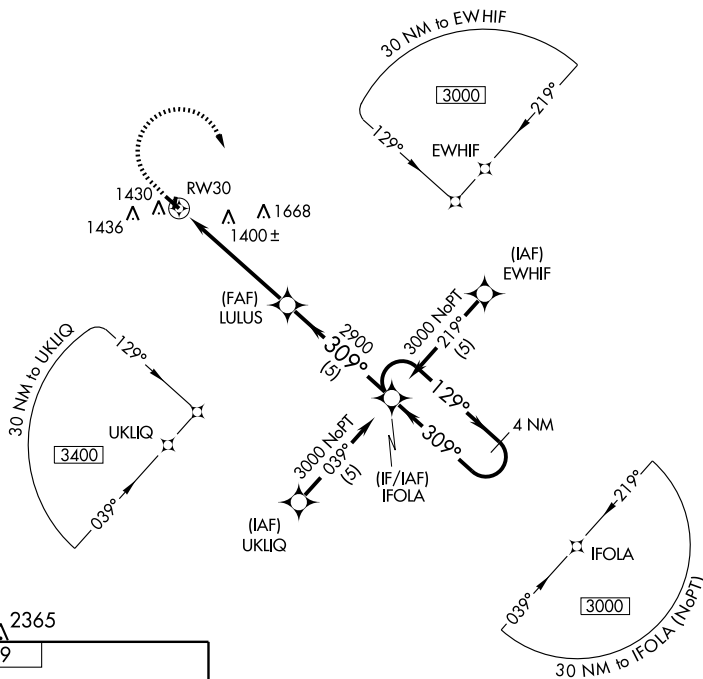
**A** NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2500 then climbing right turn to 3000 direct IFOLA WP and hold.

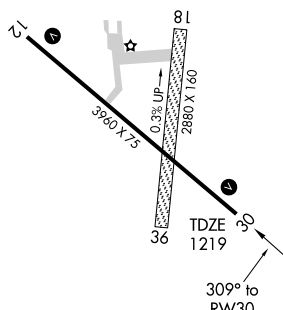
AWOS-3  
118.475

MINNEAPOLIS CENTER  
134.0 288.3

UNICOM  
122.8 (CTAF) **L**



ELEV 1219



MIRL Rwy 12-30 **L**  
REIL Rwy 12 and 3  
ALGONA, IOWA  
Orig 07186

43°05'N-94°16'W

ALGONA MUNI (AXA)  
RNAV (GPS) RWY 30

NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC FOD <b>113.5</b> Chan <b>82</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1219</b>
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# VOR/DME or GPS-A

ALGONA MUNI (AXA)

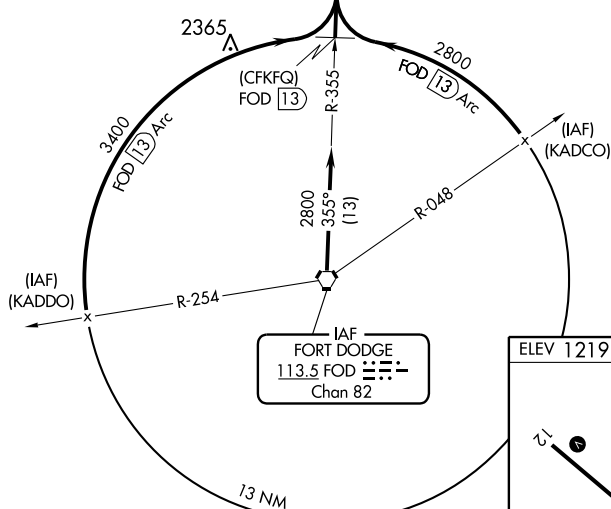
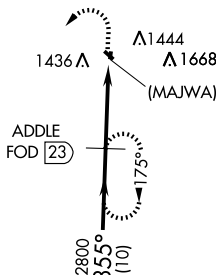
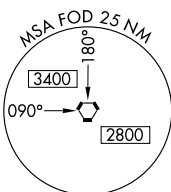


MISSED APPROACH: Climb to 2800 then left turn via FOD R-355 to ADDLE 23 DME and hold.

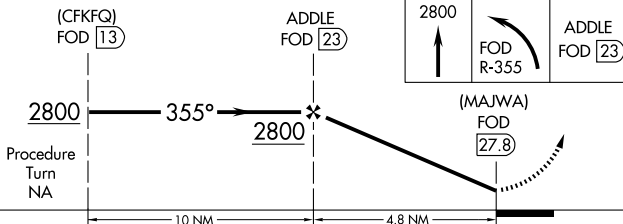
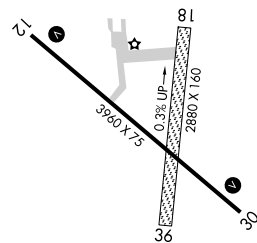
AWOS-3  
**118.475**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1219



CATEGORY	A	B	C	D
CIRCUING	1780-1 561 (600-1)	1800-1½ 581 (600-1½)	NA	

**AMANA** (C11) 0 SE UTC-6(-5DT) N41°47.62' W91°51.89'

CHICAGO

712 NOTAM FILE FOD

**RWY 08-26:** 2600X95 (TURF)

**RWY 08:** P-line.

**RWY 26:** Tree.

**AIRPORT REMARKS:** Attended Mar-Nov irregularly. Arpt CLOSED from first snow to early spring. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Ditches at rwy edges. Landing fee.

**COMMUNICATIONS:** CTAF 122.9

**AMES MUNI** (AMW) 2 SE UTC-6(-5DT) N41°59.52' W93°37.31'

OMAHA

956 B S4 FUEL 100, JET A NOTAM FILE AMW

H-5C, L-12J

**RWY 01-19:** H5701X100 (ASPH) S-30, D-38 MIRL 0.6% up S

IAP

**RWY 01:** MALSR. Tree. Rgt tfc.

**RWY 19:** VASI(V4L)—GA 3.0° TCH 40'. Tree.

**RWY 13-31:** H3491X75 (CONC) S-30 MIRL

**RWY 13:** VASI(V4L)—GA 3.0° TCH 43'. Tree. Rgt tfc.

**RWY 31:** VASI(V4L)—GA 3.0° TCH 36'. Tree.

**AIRPORT REMARKS:** Attended dawn-dusk. Be alert for glider and ultralight ops invof arpt. Bird activity on and invof arpt spring and fall. Rwy 01 is calm wind rwy. ACTIVATE MIRL Rwy 01-19 and Rwy 13-31, MALSR Rwy 01, VASI Rwy 13, Rwy 31 and Rwy 19-126.0.

**WEATHER DATA SOURCES:** ASOS 132.025 (515) 233-2611.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

® DES MOINES APP/DEP CON 123.9 CLNC DEL 126.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

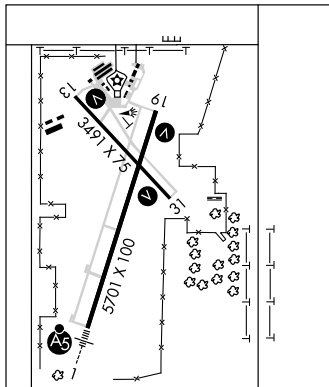
**NEWTON (L) VOR/DME** 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 296° 26.2 NM to fld. 980/3E.

**MERLE NDB (LOM)** 362 EE N41°54.18' W93°39.53' 013° 5.6

NM to fld. Unmonitored.

**ILS 110.7 I-EEE Rwy 01.** LOM MERLE NDB. Glideslope unusable byd 5° left and 3.5° right of LOC course. ILS unmonitored.



**ANITA MUNI-KEVIN BURKE MEM FLD** (Y43) 1 S UTC-6(-5DT) N41°26.42' W94°46.18'

OMAHA

1251 TPA-2151(900) NOTAM FILE FOD

**RWY 05-23:** 2825X95 (TURF) LIRL

**RWY 05:** Tree.

**RWY 23:** Tree.

**AIRPORT REMARKS:** Unattended. Deer on and invof arpt. Rwy 05-23 sides and thlds marked with yellow cones.

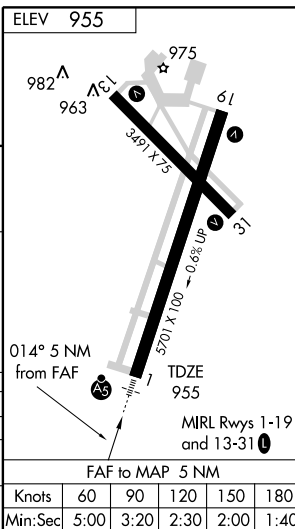
**COMMUNICATIONS:** CTAF 122.9



ILS or LOC RWY 1  
AMES MUNI (AMW)

**MISSED APPROACH:** Climb to 2500 then climbing right turn to 4000 direct MERLE LOM and hold.

UNICOM  
**122.7** (CTAF)



NC-3. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>72717</b> <b>W01A</b>	APP CRS <b>014°</b>	Rwy Idg TDZE Apt Elev	<b>5701</b> <b>956</b> <b>956</b>
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# RNAV (GPS) RWY 1

AMES MUNI (AMW)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Ankeny altimeter setting. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. For inoperative MALSRS, increase LNAV Cats A, B visibility to 1 mile. For inoperative MALSRS, when using Ankeny altimeter setting increase LPV all Cats visibility to 1¼ mile and LNAV Cats A, B visibility to 1 mile.



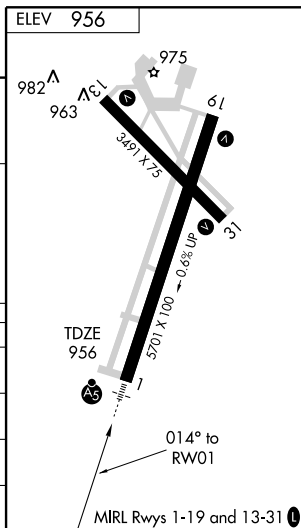
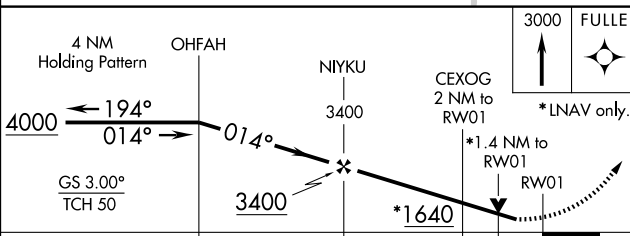
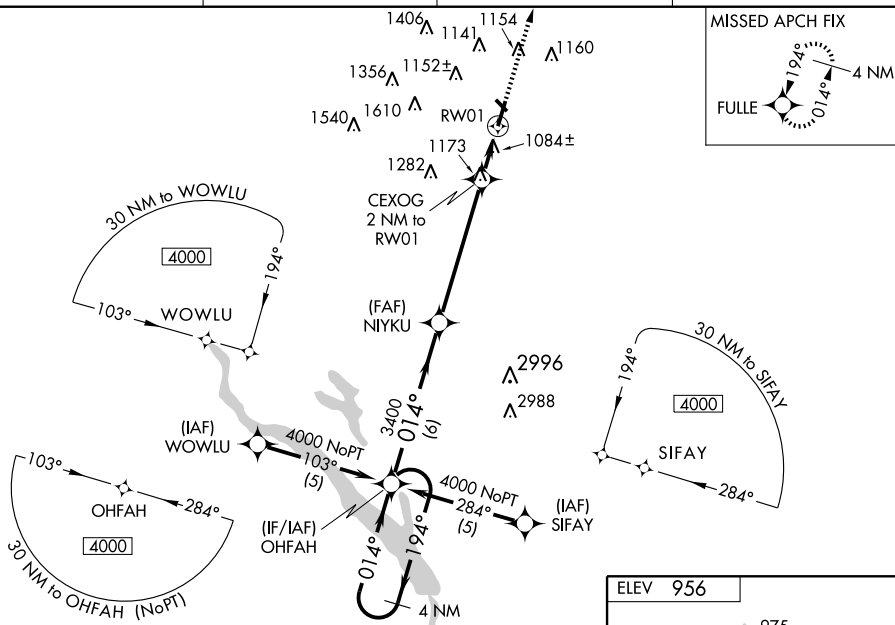
**MISSED APPROACH:**  
Climb to 3000 direct  
FULLE and hold.

ASOS  
**132.025**

DES MOINES APP CON  
**123.9 307.15**

CLNC DEL  
**126.0 0**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	1261-¾	305 (400-¾)		NA
LNAV/VNAV DA	1364-1	408 (500-1)		NA
LNAV MDA	1440-¾	484 (500-¾)		NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA



WAAS CH <b>61217</b> <b>W19A</b>	APP CRS <b>194°</b>	Rwy Idg <b>5701</b> TDZE <b>937</b> Apt Elev <b>956</b>
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# RNAV (GPS) RWY 19

AMES MUNI (AMW)

**T** Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, **A** LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

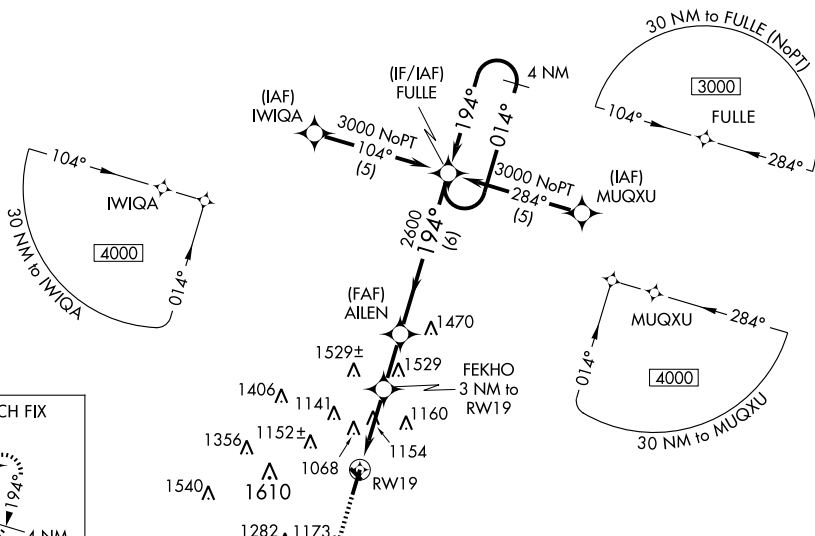
**MISSED APPROACH:**  
Climb to 4000 direct  
OHFAH and hold.

ASOS  
**132,025**

DES MOINES APP CON  
**123.9 307.15**

CLNC DEL  
126.0 L

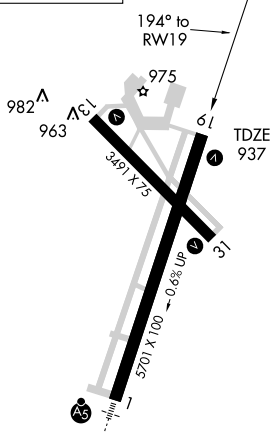
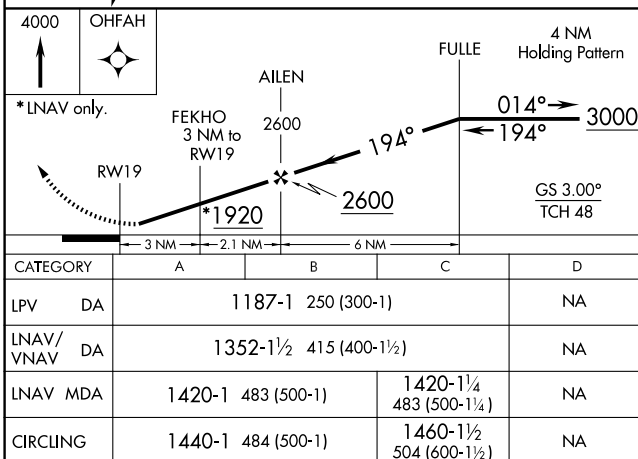
UNICOM  
**122.7** (CTAF)



MISSED APCH FIX



ELEV	956
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MIRL Rwy 1-19 and 13-31 **L**

AMES, IOWA

Amdt 1 03JUN10

42°00'N - 93°37'W

AMES MUNI (AMW)

RNAV (GPS) RWY 19

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>90517</b> <b>W31A</b>	APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	<b>3491</b> <b>930</b> <b>956</b>
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# RNAV (GPS) RWY 31

AMES MUNI (AMW)

▼ Baro-VNAV NA when using Ankeny altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
 ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Ankeny altimeter setting and increase all DA 49 feet and LPV and LNAV/VNAV all Cals visibility ¼ mile, increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:  
Climb to 3000 direct  
BIGEN and hold.

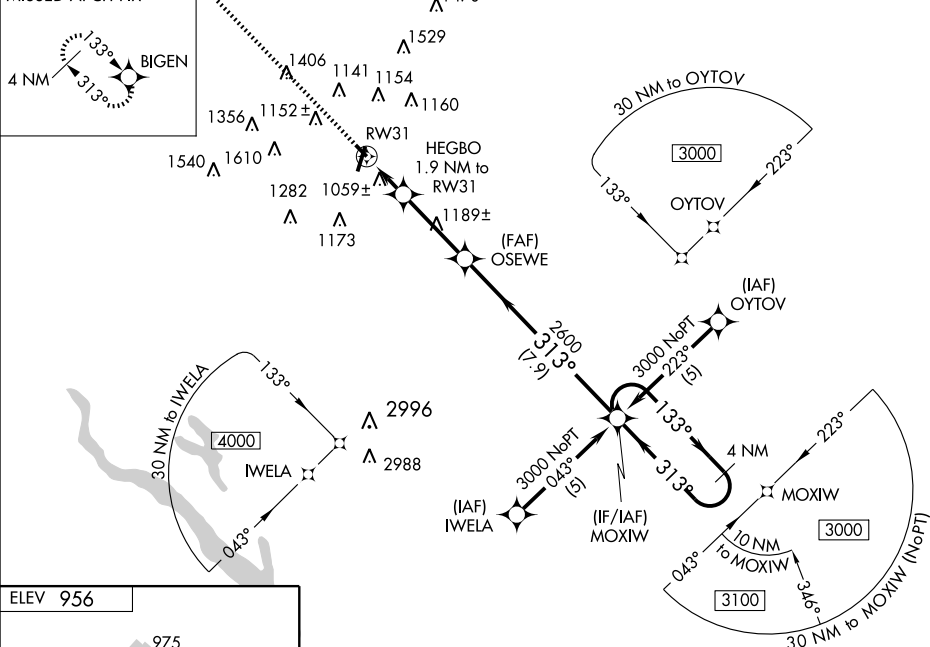
ASOS  
**132.025**

DES MOINES APP CON  
**123.9 307.15**

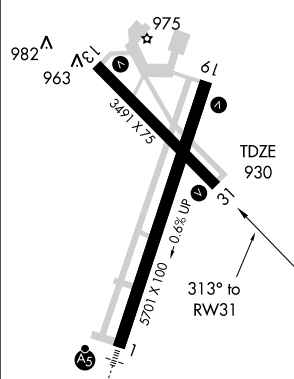
CLNC DEL  
**126.0 0**

UNICOM  
**122.7 (CTAF)**

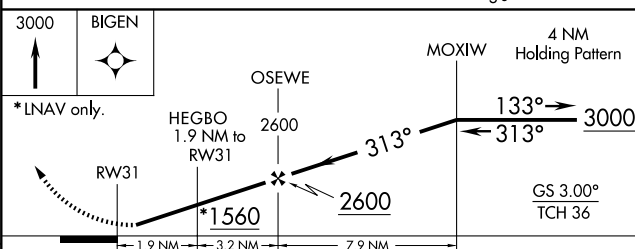
MISSED APCH FIX



ELEV 956



MRL Rwy 1-19 and 13-31



CATEGORY	A	B	C	D
LPV DA	1205-1	275 (300-1)		NA
LNAV/VNAV DA	1436-1¾	506 (500-1¾)		NA
LNAV MDA	1320-1	390 (400-1)		NA
CIRCLING	1440-1	484 (500-1)	1460-1½ 504 (600-1½)	NA

VOR/DME TNU <b>112.5</b> Chgn <b>72</b>	APP CRS <b>296°</b>	Rwy Idg <b>3491</b> TDZE <b>930</b> Apt Elev <b>955</b>
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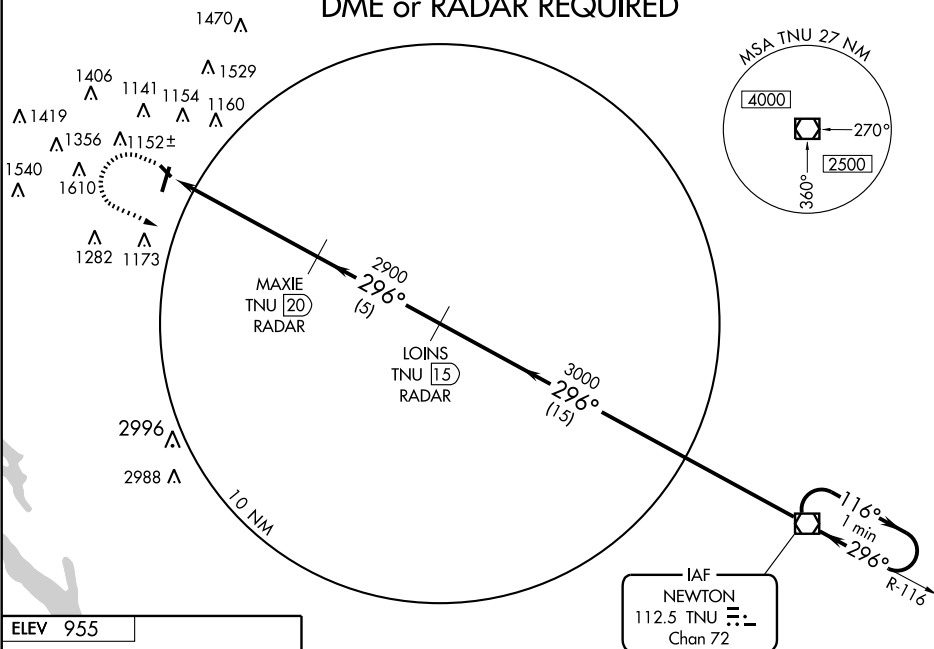
VOR RWY 31  
AMES MUNI (AMW)



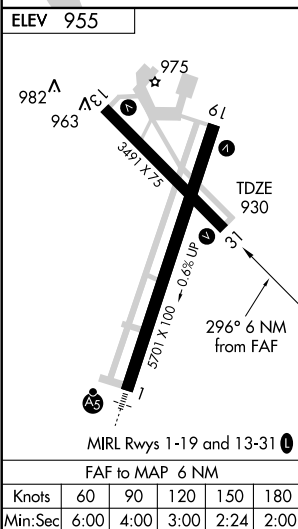
**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct TNU VOR/DME and hold.

ASOS <b>132.025</b>	DES MOINES APP CON <b>123.9 307.15</b>	CLNC DEL <b>126.0 0</b>	UNICOM <b>122.7</b> (CTAF)
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## DME or RADAR REQUIRED



NoPT for arrivals on TNU VOR/DME  
airway radials 031 clockwise 081.

[illegible]

**ANKENY RGNL** (IKV) 1 SE UTC-6(-5DT) N41°41.47' W93°33.99'

910 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE IKV

RWY 18-36: H5500X100 (CONC) S-30, D-40 MIRL 0.3% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 28'. P-line. Rgt tfc.

RWY 04-22: H3855X75 (CONC) S-30, D-40 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 32'. Road. Rgt tfc.

RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 30'. Road.

**AIRPORT REMARKS:** Attended 1200Z+0300Z+. Be aware of acct operating in vol of Todd Fld located 4 miles N. Arpt manager req use of preferential Rwy 18 when winds are less than 5 knots.

ACTIVATE MIRL Rwy 04-22 and Rwy 18-36, REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (515) 965-5764.**COMMUNICATIONS:** CTAF/UNICOM 122.9

Ⓡ DES MOINES APP/DEP CON 123.9 CLNC DEL 126.65

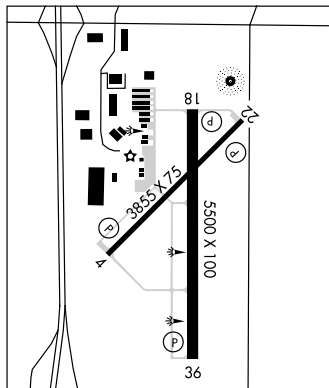
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

**DES MOINES (H) VORTACW** 117.5 DSM Chan 122 N41°26.22' W93°38.92' 007° 15.7 NM to fld. 940/7E.

HIWAS.

**NDB (MHW)** 275 IKV N41°41.92' W93°33.81' at fld. NOTAM FILE IKV.

**ILS/DME** 111.1 I-FVH Chan 48 Rwy 36. ILS unmonitored.

**ARTHUR N NEU** (See CARROLL)**ATLANTIC MUNI** (AIO) 2 W UTC-6(-5DT) N41°24.23' W95°02.93'

1165 B S2 FUEL 100LL, JET A TPA—1965(800) NOTAM FILE AIO

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL. PAPI(P2L) RWY 20: REIL. PAPI(P2L)

RWY 12-30: H3132X75 (ASPH) S-12.5 MIRL 0.7% up NW

RWY 12: REIL. PVASI(P2L). Thld displcd 290'. Tree.

RWY 30: REIL. PVASI(P2L). Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 12: TORA-3132 TODA-3132 ASDA-3132 LDA-2842

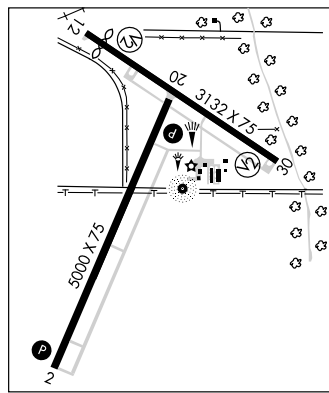
RWY 30: TORA-3132 TODA-3132 ASDA-3132 LDA-3132

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+, Sat 1400-1800Z+. For svc after hrs call 712-267-3263. Ultralight activity on and in vol of arpt. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 02-20 and Rwy 12-30, PAPI Rwy 02 and Rwy 20, REIL Rwy 02, Rwy 20, Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.825 (712) 243-2748.**COMMUNICATIONS:** CTAF/UNICOM 122.7**MINNEAPOLIS CENTER APP/DEP CON** 119.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

**OMAHA (H) VORTAC** 116.3 OVR Chan 110 N41°10.04' W95°44.20' 057° 34.2 NM to fld. 1300/8E. HIWAS.

**NDB (MHW)** 365 AIO N41°24.24' W95°02.78' at fld. NOTAM FILE AIO. SHUTDOWN.



**OMAHA**  
H-5C, L-12J  
IAP

## ILS or LOC RWY 36

ANKENY RGNL (IKV)

LOC/DME I-FVH <b>111.1</b> Chan <b>48</b>	APP CRS <b>357°</b>	Rwy Idg TDZE <b>891</b> Apt Elev <b>910</b>
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**NA** Circling to Rwy 22 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase S-ILS 36 all Cats, and Circling Cat C visibility  $\frac{1}{4}$  mile. VDP NA when using Des Moines Intl altimeter setting. DME or RADAR required.

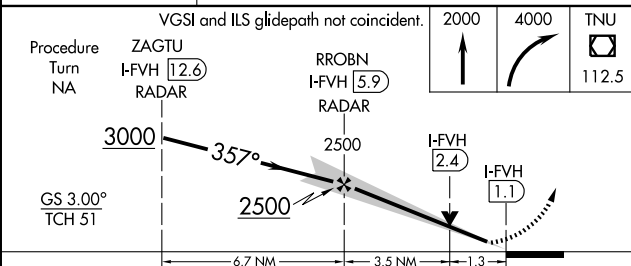
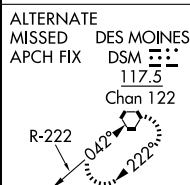
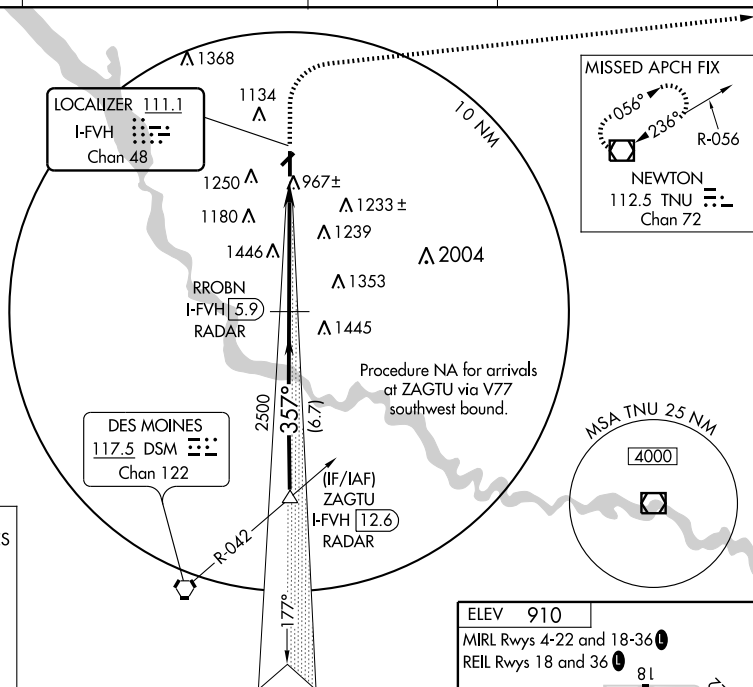
**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 direct TNU VOR/DME and hold.

AWOS-3  
**119.175**

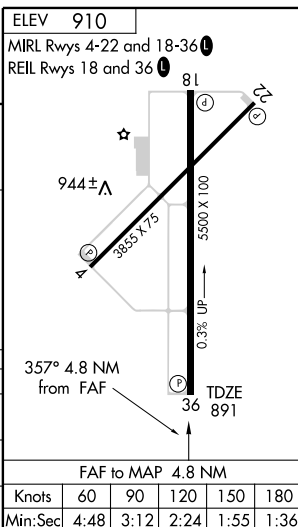
DES MOINES APP CON  
**123.9 307.15**

CLNC DEL  
**126.65**

UNICOM  
**122.9 (CTAF) 0**





CATEGORY	A	B	C	D
S-ILS 36	1141- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ )			NA
S-LOC 36	1320-1 429 (500-1)		1320-1 $\frac{1}{4}$ 429 (500-1 $\frac{1}{4}$ )	NA
CIRCLING	1560-1 650 (700-1)		1560-1 $\frac{3}{4}$ 650 (700-1 $\frac{3}{4}$ )	NA





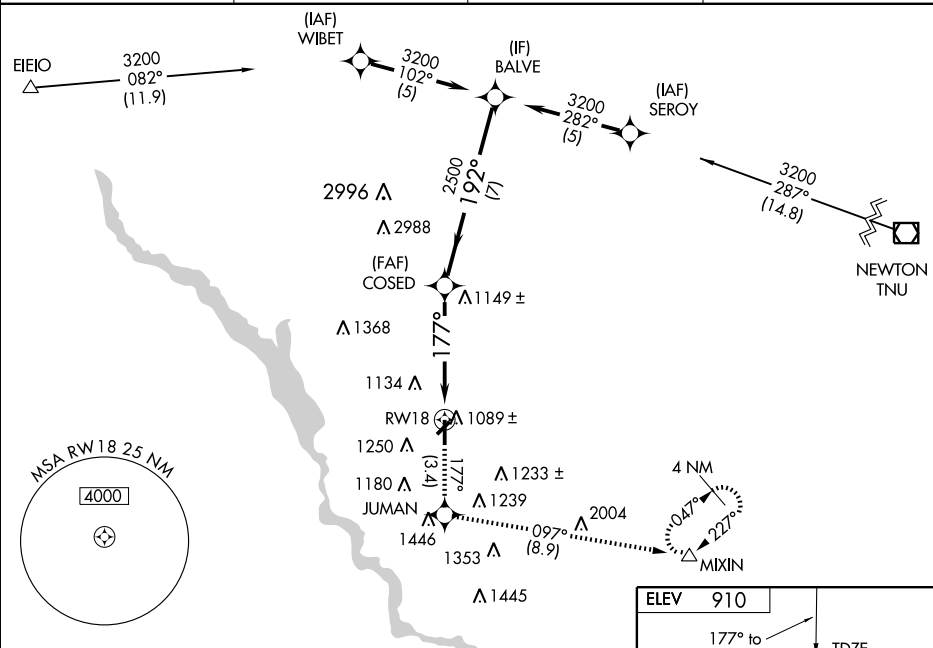
APP CRS	Rwy Idg	<b>5500</b>
<b>177°</b>	TDZE	<b>903</b>
	Apt Elev	<b>910</b>

RNAV (GPS) RWY 18  
ANKENY RGNL (IKV)

 	DME/DME RNP- 0.3 NA, Circling Rwy 22 NA at night.
	<p>When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet, increase LNAV/VNAV all Cnts visibility ¼ mile.</p> <p>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).</p> <p>Baro-VNAV and VDP NA when using Des Moines Intl altimeter setting.</p>

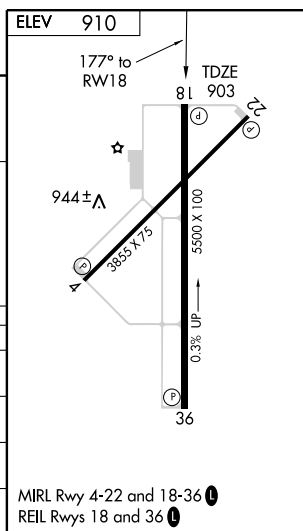
**MISSED APPROACH:** Climb to 4000 via 177° course to JUMAN WP then left turn via 097° course to MIXIN WP and hold.

AWOS-3 <b>119.175</b>	DES MOINES APP CON <b>123.9 307.15</b>	CLNC DEL <b>126.65</b>	UNICOM <b>122.9 (CTAF) ①</b>
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NC-3. 26 AUG 2010 to 23 SEP 2010

VGSi and RNAV glidepath not coincident		<div style="display: flex; justify-content: space-around; align-items: center;"><div style="text-align: center;">4000 ↑ 177°</div><div style="text-align: center;">JUMAN </div><div style="text-align: center;"> 097°</div><div style="text-align: center;">MIXIN △</div></div>		
Procedure Turn NA				
GS 3.00° TCH 45				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1478-2		575 (600-2)	
LNAV MDA	1340-1 437 (500-1)		1340-1¼ 437 (500-1¼)	NA
CIRCLING	1560-1½ 650 (700-1½)		1560-1¾ 650 (700-1¾)	NA



APP CRS <b>222°</b>	Rwy Idg TDZE <b>900</b>	<b>3855</b>
	Apt Elev <b>910</b>	

# RNAV (GPS) RWY 22

ANKENY RGNL (IKV)

**▼** DME/DME RNP-0.3 NA. Procedure NA at night.  
**▲** When local altimeter setting not received, use Des Moines  
 Intl altimeter setting and increase all MDA 40 feet. Increase  
 LNAV and circling Cat C visibility ¼ mile.

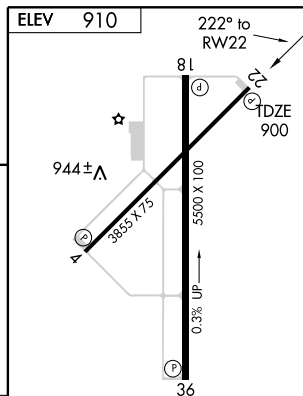
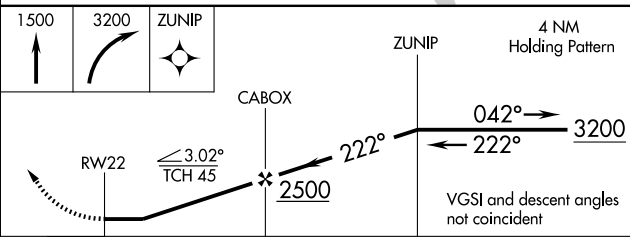
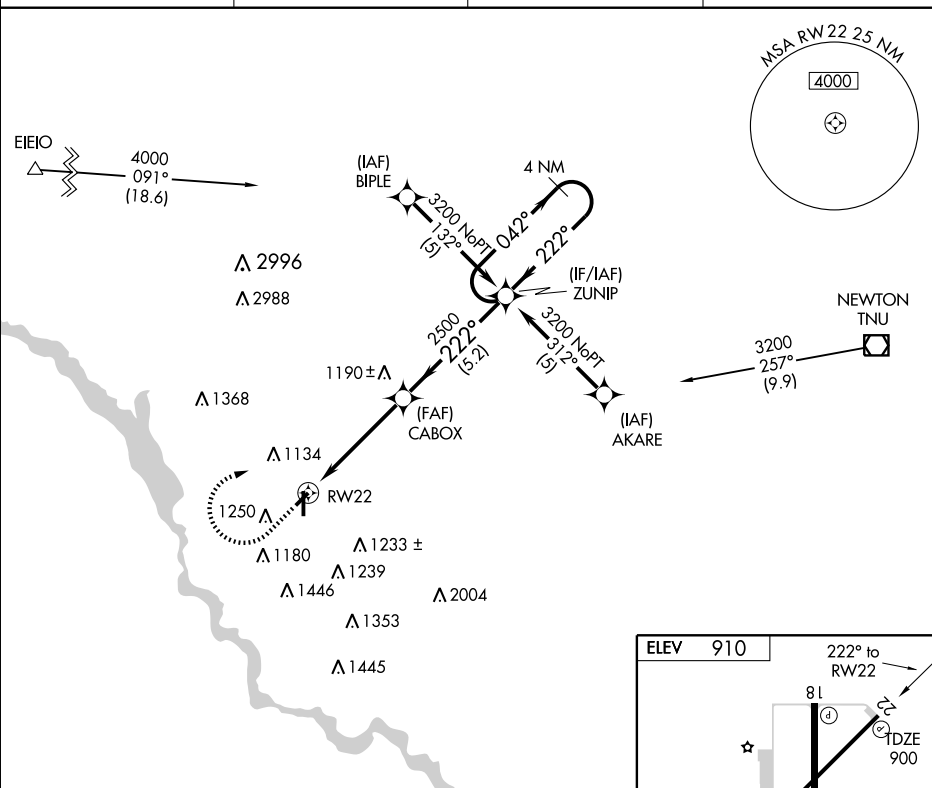
**MISSED APPROACH:** Climb to 1500 then right climbing  
 turn to 3200 direct ZUNIP WP and hold.

AWOS-3  
**119.175**

DES MOINES APP CON  
**123.9 307.15**

CLNC DEL  
**126.65**

UNICOM  
**122.9 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1380-1	480 (500-1)	1380-1¼ 480 (500-1¼)	NA
CIRCLING	1560-1	650 (700-1)	1560-1¼ 650 (700-1¼)	NA

MIRL Rwy 4-22 and 18-36  
 REIL Rlys 18 and 36

WAAS CH <b>70512</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>891</b> <b>910</b>
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# RNAV (GPS) RWY 36

ANKENY RGNL (IKV)

- ▼** Circling to Rwy 22 NA at night. DME/DME RNP-0.3 NA.
- ▲** Visibility reduction by helicopters NA.
- When local altimeter setting not received, use Des Moines Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. Increase LNAV Cat C and Circling Cat C visibility  $\frac{1}{4}$  mile.
- VDP NA when using Des Moines Intl altimeter setting.

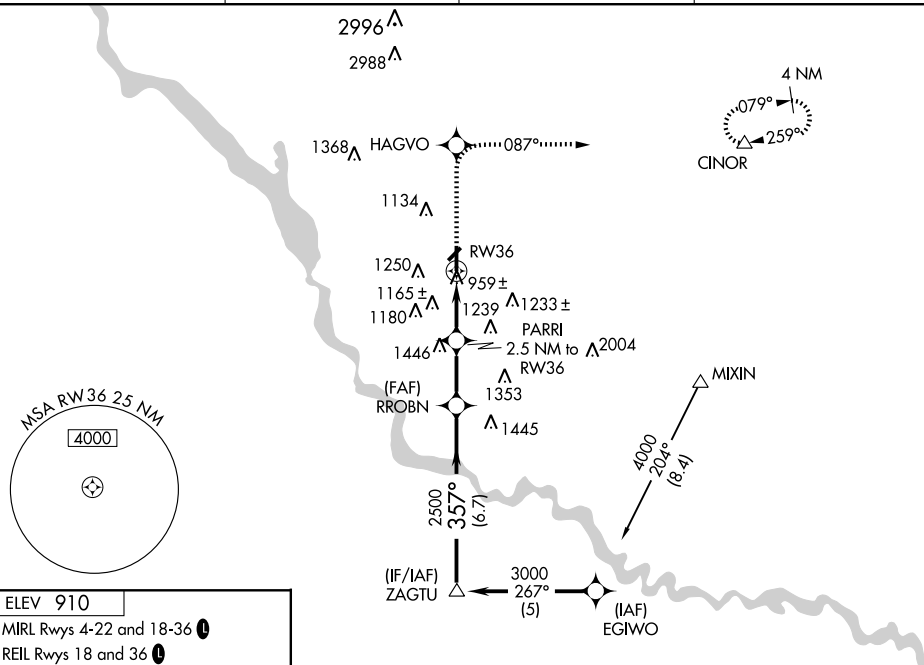
MISSED APPROACH: Climb to 4000 direct HAGVO and right turn via 087° track to CINOR and hold.

AWOS-3  
**119.175**

DES MOINES APP CON  
**123.9 307.15**

CINC DEL  
**126.65**

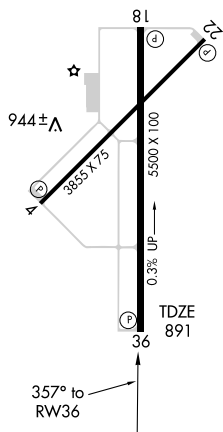
UNICOM  
**122.9 (CTAF) ①**



ELEV 910

MIRL Rwy 4-22 and 18-36 ①

REIL Rwy 18 and 36 ①



Procedure Turn NA				VGS1 and RNAV glidepath not coincident.				4000 HAGVO CINOR			
GS 3.00° TCH 51				3000				087° track			
Procedure Turn NA				2500				*1700			
CATEGORY				A				B			
LPV DA				1176-1				285 (300-1)			
LNAV MDA				1360-1				469 (500-1)			
CIRCLING				1560-1				650 (700-1)			

**ANKENY RGNL** (IKV) 1 SE UTC-6(-5DT) N41°41.47' W93°33.99'

910 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE IKV

RWY 18-36: H5500X100 (CONC) S-30, D-40 MIRL 0.3% up N

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Tree.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 28'. P-line. Rgt tfc.

RWY 04-22: H3855X75 (CONC) S-30, D-40 MIRL

RWY 04: REIL. PAPI(P2L)—GA 4.0° TCH 32'. Road. Rgt tfc.

RWY 22: REIL. PAPI(P2L)—GA 4.0° TCH 30'. Road.

**AIRPORT REMARKS:** Attended 1200Z+0300Z+. Be aware of acft operating in vol of Todd Fld located 4 miles N. Arpt manager req use of preferential Rwy 18 when winds are less than 5 knots.  
 ACTIVATE MIRL Rwy 04-22 and Rwy 18-36, REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.175 (515) 965-5764.**COMMUNICATIONS:** CTAF/UNICOM 122.9

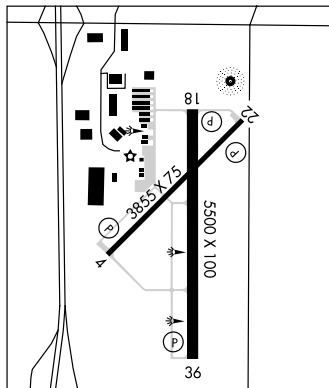
Ⓡ DES MOINES APP/DEP CON 123.9 CLNC DEL 126.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

**DES MOINES (H) VORTACW** 117.5 DSM Chan 122 N41°26.22'  
 W93°38.92' 007° 15.7 NM to fld. 940/7E.

**HIWAS.**

**NDB (MHW)** 275 IKV N41°41.92' W93°33.81' at fld. NOTAM FILE  
 IKV.

**ILS/DME** 111.1 I-FVH Chan 48 Rwy 36. ILS unmonitored.**ARTHUR N EU** (See CARROLL)**ATLANTIC MUNI** (AIO) 2 W UTC-6(-5DT) N41°24.23' W95°02.93'

1165 B S2 FUEL 100LL, JET A TPA—1965(800) NOTAM FILE AIO

RWY 02-20: H5000X75 (CONC) MIRL

RWY 02: REIL. PAPI(P2L) RWY 20: REIL. PAPI(P2L)

RWY 12-30: H3132X75 (ASPH) S-12.5 MIRL 0.7% up NW

RWY 12: REIL. PVASI(P2L). Thld displcd 290'. Tree.

RWY 30: REIL. PVASI(P2L). Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 12: TORA-3132 TODA-3132 ASDA-3132 LDA-2842

RWY 30: TORA-3132 TODA-3132 ASDA-3132 LDA-3132

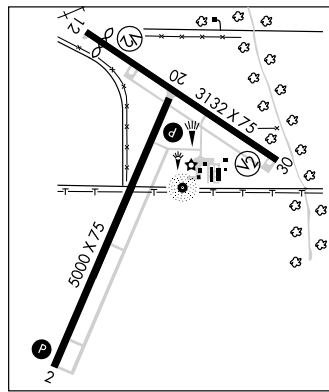
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+, Sat 1400-1800Z+. For svc after hrs call 712-267-3263. Ultralight activity on and in vol of arpt. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 02-20 and Rwy 12-30, PAPI Rwy 02 and Rwy 20, REIL Rwy 02, Rwy 20, Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.825 (712) 243-2748.**COMMUNICATIONS:** CTAF/UNICOM 122.7**MINNEAPOLIS CENTER APP/DEP CON** 119.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

**OMAHA (H) VORTAC** 116.3 OVR Chan 110 N41°10.04'  
 W95°44.20' 057° 34.2 NM to fld. 1300/8E. **HIWAS.**

**NDB (MHW)** 365 AIO N41°24.24' W95°02.78' at fld.

NOTAM FILE AIO. SHUTDOWN.

**OMAHA****H-5C, L-12J****IAP**

APP CRS <b>018°</b>	Rwy Idg <b>5000</b>
	TDZE <b>1151</b>
	Apt Elev <b>1165</b>

# RNAV (GPS) RWY 2

ATLANTIC MUNI (AIO)

**▼** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct VAKUC and hold.

AWOS-3  
**127.825**

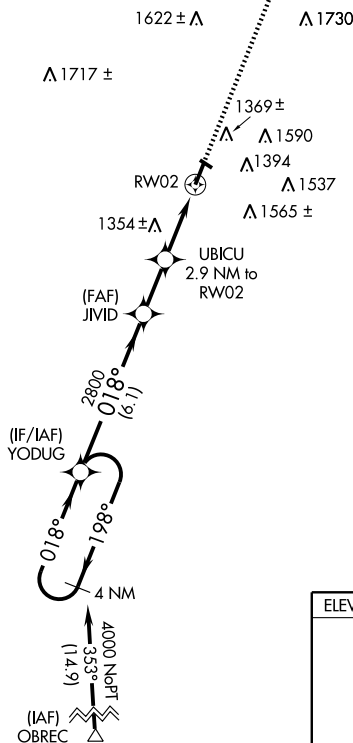
MINNEAPOLIS CENTER  
**119.6 290.4**

UNICOM  
**122.7 (CTAF) 0**

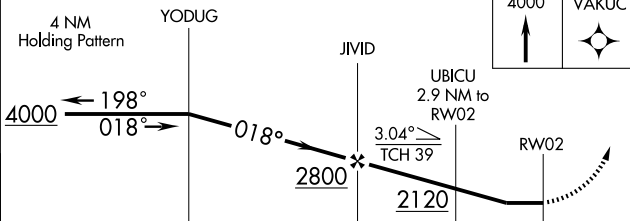
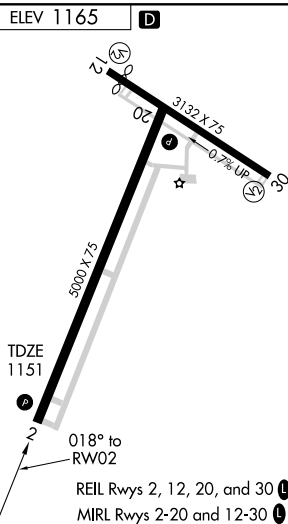
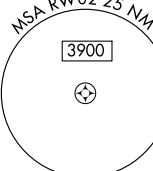
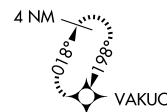
2836  $\Delta$

(IAF) EYNOR  $\Delta$   $\xrightarrow{083^\circ}$  (11.1)  $\rightarrow$  4000 NoPT

Procedure NA for arrivals at EYNOR via V6-8 westbound.



MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	1620-1 469 (500-1)		1620-1½ 469 (500-1½)	1620-1½ 469 (500-1½)
CIRCLING	1720-1 555 (600-1)		1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)

APP CRS	Rwy ldg	<b>5000</b>
<b>198°</b>	TDZE	<b>1151</b>
	Apt Elev	<b>1165</b>

# RNAV (GPS) RWY 20

## ATLANTIC MUNI (AIO)

**⚠** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**⚠** When local altimeter setting not received, use Harlan altimeter setting and increase all MDA 60 feet, increase LNAV Cat D and circling Cat C and D visibility ¼ mile.

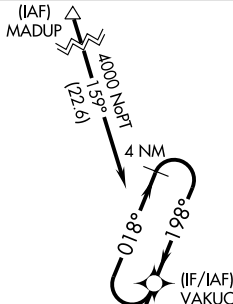
**MISSED APPROACH:** Climb to 4000 direct YODUG and hold.

AWOS-3  
**127.825**

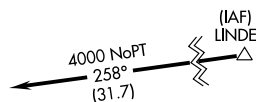
MINNEAPOLIS CENTER  
**119.6 290.4**

UNICOM  
**122.7 (CTAF) 0**

Procedure NA for arrivals at MADUP via V138 northeast bound.



Procedure NA for arrivals at LINDE via V172 northeast bound.



1717±Δ

1622±Δ

PUYIG 2.9 NM to RW20

1394±Δ

1369±Δ

1590Δ

RW20

1394Δ

1537Δ

1565±Δ

Δ 2836

MSA RW 20 25 NM

3900

MISSED APCH FIX

YODUG

018° 198°

4 NM

ELEV 1165

**D**

198° to RW20

TDZE 1151

3132 X 75

0.7% UP

3000 X 75

2

4000

YODUG

↑

✦

VAKUC

4 NM Holding Pattern

PUYIG 2.9 NM to RW20

OYOLU

018°

198°

4000

≤ 3.04°

TCH 39

2120

2800

2.9 NM

2.1 NM

6.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1660-1 509 (500-1)	1660-1½ 509 (500-1½)	1760-1½ 595 (600-1½)	1940-2½ 775 (800-2½)
CIRCLING	1720-1 555 (600-1)			

REIL Rwy 2, 12, 20, and 30 **0**

MIRL Rwy 2-20 and 12-30 **0**

**AUDUBON CO** (ADU) 1 SE UTC-6(-5DT) N41°42.08' W94°55.23'

1287 B FUEL 100LL, MOGAS NOTAM FILE ADU

RWY 14-32: H3640X60 (CONC) S-15 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Thld dspcd 130'. Pole.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Pole.

**AIRPORT REMARKS:** Attended 1200-0000Z+. Rotating bcn OTS indef.

Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwy 14-32 and PAPI and REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (712) 563-2101.

**COMMUNICATIONS:** CTAF/UNICOM 122.8. CTAF OTS indef.

MINNEAPOLIS CENTER APP/DEP CON 119.6

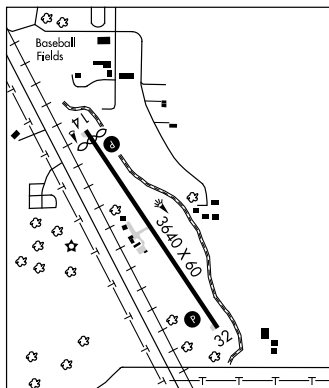
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 041° 48.8 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 266 ADU N41°41.42' W94°54.60' at fld.

NOTAM FILE ADU. NDB unusable byd 12 NM.



**AUNEY** N41°41.69' W90°39.35' NOTAM FILE FOD.

NDB (LOM) 353 DV 148° 5.9 NM to Davenport Muni. Unmonitored.

**BARRO** N42°30.87' W94°18.34' NOTAM FILE FOD.

NDB (LOM) 341 FO 061° 5.5 NM to Fort Dodge Rgnl.

**BEDFORD MUNI** (Y46) 2 S UTC-6(-5DT) N40°38.27' W94°43.76'

1201 NOTAM FILE FOD

RWY 18-36: 2710X100 (TURF)

RWY 18: Tree.

**AIRPORT REMARKS:** Unattended. Sharp drop at both ends Rwy 18-36. Rwy 18-36 marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

**BELLE PLAINE MUNI** (TZT) 1 SW UTC-6(-5DT) N41°52.73' W92°17.08'

771 B S2 FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4000X75 (CONC) MIRL

RWY 18: Building. RWY 36: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. Arpt attendant on call 641-821-0015. Birds on and in/ov arpt. ACTIVATE MIRL Rwy 18-36—122.8. ACTIVATE rotating bcn—122.8.

**COMMUNICATIONS:** CTAF 122.9

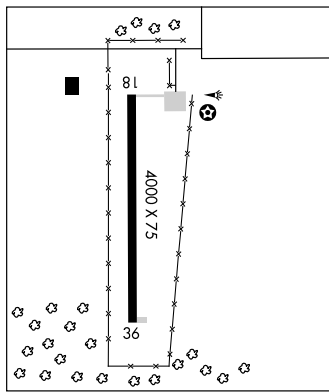
® CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z+)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z+)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 264° 22.4 NM to fld. 870/5E.



OMAHA

L-121

IAP

CHICAGO

OMAHA

OMAHA

CHICAGO

L-28F

IAP

NDB ADU <b>266</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>3640</b> <b>1287</b> <b>1287</b>
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# NDB RWY 32

AUDUBON COUNTY (ADU)



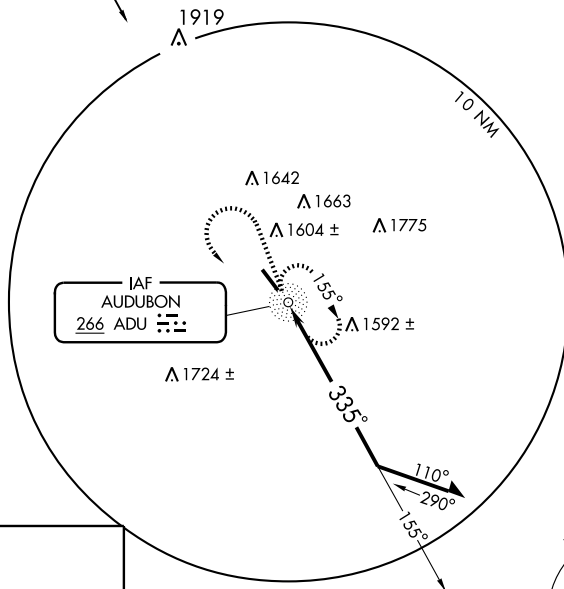
MISSED APPROACH: Climb to 3100 then left turn direct ADU NDB and hold.

AWOS-3  
**118.075**

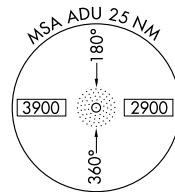
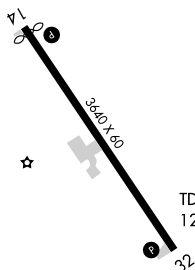
MINNEAPOLIS CENTER  
**119.6 290.4**

UNICOM  
**122.8 (CTAF) 0**

MADUP  
3100  
146°  
(17.3)



ELEV 1287



3100



ADU



266

NDB

Remain  
within 10 NM

155°

335°

3100

0.5

HIRL Rwy 14-32 0

REIL Rws 14 and 32 0

AUDUBON, IOWA

Amdt 5A 09071

CATEGORY	A	B	C	D
S-32	1980-1	693 (700-1)	NA	NA
CIRCLING	1980-1	693 (700-1)	NA	NA

AUDUBON COUNTY (ADU)

# NDB RWY 32

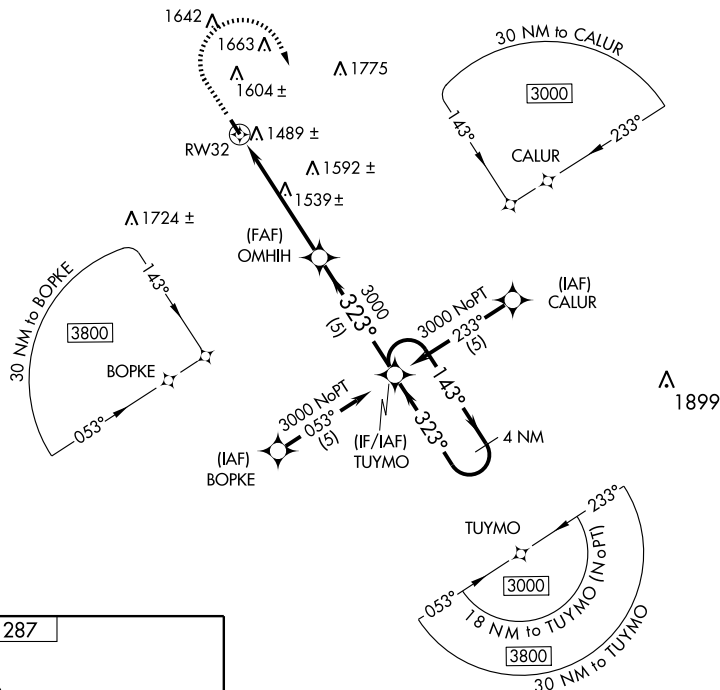
41° 42'N - 94° 55'W



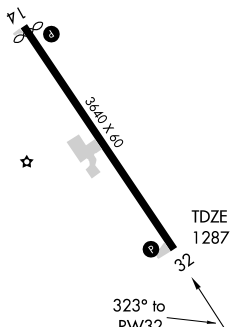
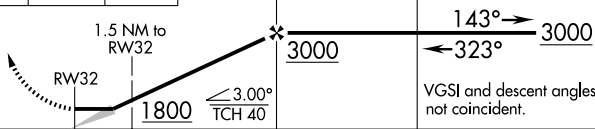
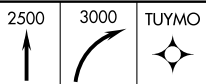
APP CRS  
**323°**Rwy Idg **3640**  
TDZE **1287**  
Apt Elev **1287****RNAV (GPS) RWY 32**  
AUDUBON COUNTY (ADU)

GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct TUYMO WP and hold.

AWOS-3  
**118.075**MINNEAPOLIS CENTER  
**119.6 290.4**UNICOM  
**122.8 (CTAF) 0**

ELEV 1287

HIRL Rwy 14-32 **0**  
REIL Rws 14 and 32 **0**

CATEGORY	A	B	C	D
LNAV MDA	1740-1	453 (500-1)	NA	
CIRCLING	1900-1	613 (700-1)	NA	

**AUDUBON CO** (ADU) 1 SE UTC-6(-5DT) N41°42.08' W94°55.23'

1287 B FUEL 100LL, MOGAS NOTAM FILE ADU

RWY 14-32: H3640X60 (CONC) S-15 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Thld dspcd 130'. Pole.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Pole.

**AIRPORT REMARKS:** Attended 1200-0000Z+. Rotating bcn OTS indef.

Rwy 32 REIL OTS indef. ACTIVATE MIRL Rwy 14-32 and PAPI and REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (712) 563-2101.

**COMMUNICATIONS:** CTAF/UNICOM 122.8. CTAF OTS indef.

MINNEAPOLIS CENTER APP/DEP CON 119.6

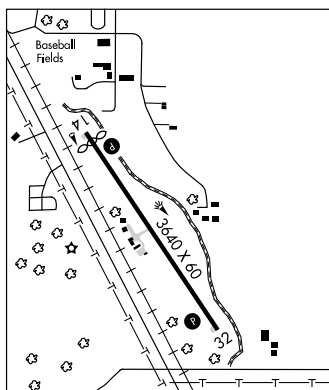
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 041° 48.8 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 266 ADU N41°41.42' W94°54.60' at fld.

NOTAM FILE ADU. NDB unusable byd 12 NM.



**AUNEY** N41°41.69' W90°39.35' NOTAM FILE FOD.

NDB (LOM) 353 DV 148° 5.9 NM to Davenport Muni. Unmonitored.

**BARRO** N42°30.87' W94°18.34' NOTAM FILE FOD.

NDB (LOM) 341 FO 061° 5.5 NM to Fort Dodge Rgnl.

**BEDFORD MUNI** (Y46) 2 S UTC-6(-5DT) N40°38.27' W94°43.76'

1201 NOTAM FILE FOD

RWY 18-36: 2710X100 (TURF)

RWY 18: Tree.

**AIRPORT REMARKS:** Unattended. Sharp drop at both ends Rwy 18-36. Rwy 18-36 marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

**BELLE PLAINE MUNI** (TZT) 1 SW UTC-6(-5DT) N41°52.73' W92°17.08'

771 B S2 FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4000X75 (CONC) MIRL

RWY 18: Building. RWY 36: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z+. Arpt attendant on call 641-821-0015. Birds on and in/ov arpt. ACTIVATE MIRL Rwy 18-36—122.8. ACTIVATE rotating bcn—122.8.

**COMMUNICATIONS:** CTAF 122.9

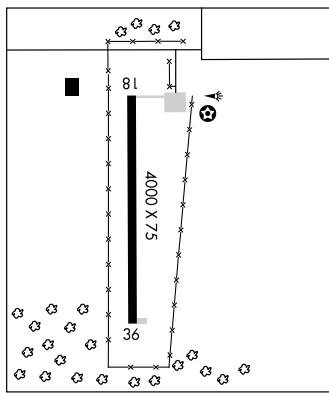
® CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z+)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z+)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 264° 22.4 NM to fld. 870/5E.



OMAHA

L-121

IAP

CHICAGO

OMAHA

OMAHA

CHICAGO

L-28F

IAP

APP CRS <b>176°</b>	Rwy Idg TDZE <b>4000</b> Apt Elev <b>771</b>
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# GPS RWY 18

BELLE PLAINE MUNI (T'ZT)

▼ Use Cedar Rapids altimeter setting.

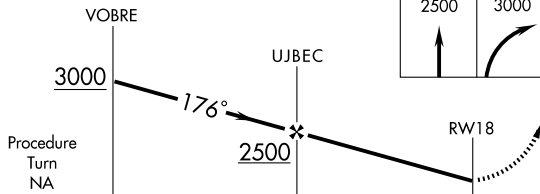
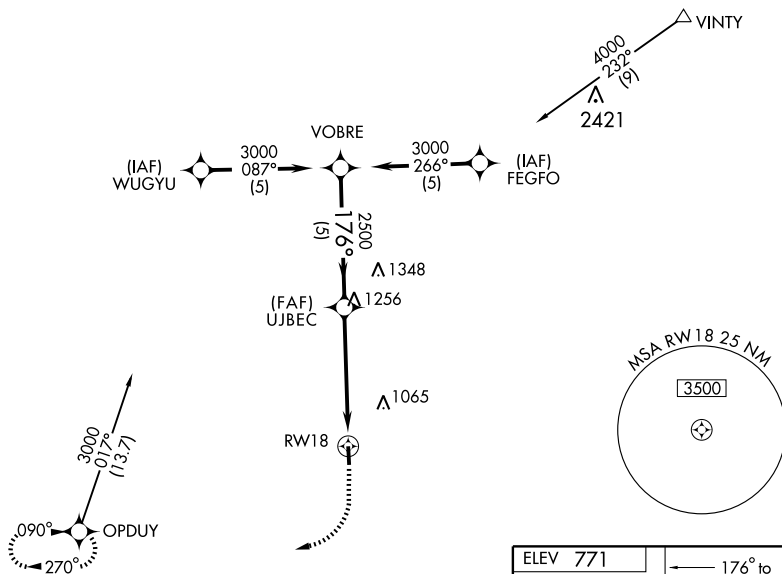
▲ NA

MISSED APPROACH: Climb to 2500, then climbing right turn to 3000 direct OPDUY WP and hold.

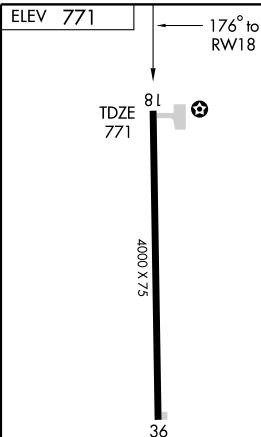
CEDAR RAPIDS APP CON ★  
**119.7 266.8**

CTAF  
**122.9**

**122.8 0**



CATEGORY	A	B	C	D
S-18	1400-1	629 (700-1)	NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	



MIRL Rwy 18-36 0

APP CRS **357°**  
Rwy Idg **4000**  
TDZE **770**  
Apt Elev **771**

# GPS RWY 36

BELLE PLAINE MUNI (T'ZT)

▼ Use Cedar Rapids altimeter setting.

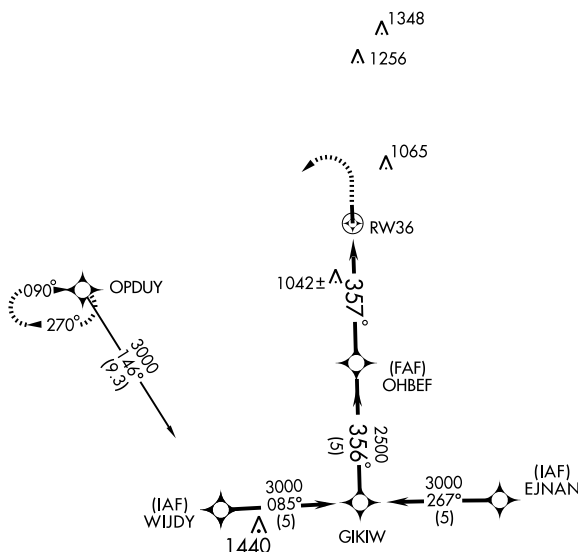
▲ NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3000 direct OPDUY WP and hold.

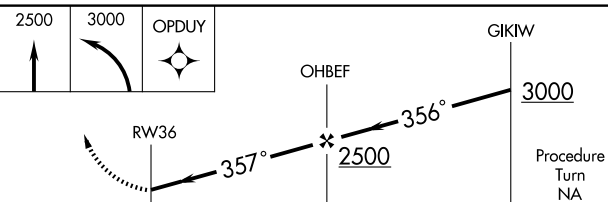
CEDAR RAPIDS APP CON ★  
**119.7 266.8**

CTAF  
**122.9**

**122.8 0**



ELEV 771



CATEGORY	A	B	C	D
S-36	1380-1	610 (700-1)	NA	
CIRCLING	1420-1 649 (700-1)	1460-1 689 (700-1)	NA	

MIRL Rwy 18-36 0

357° to RWY 36

VOR/DME CID <b>114.1</b> Chan <b>88</b>	APP CRS <b>264°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>771</b>
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# VOR/DME-A

BELLE PLAINE MUNI (T'ZT)

▼ Use Cedar Rapids altimeter setting.

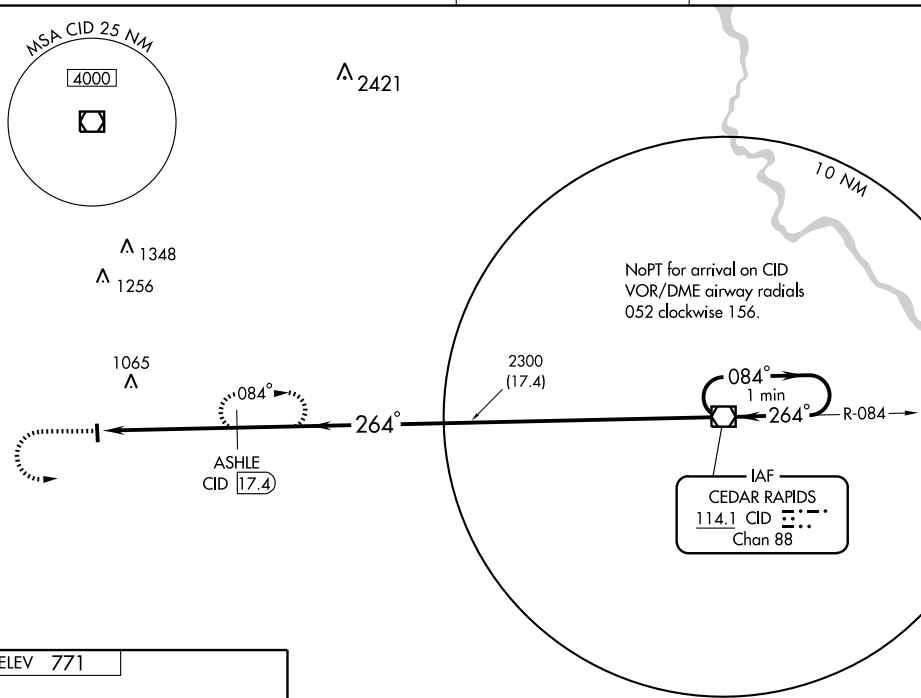
▲ NA

MISSED APPROACH: Climb to 2300 then left turn via CID R-264 to ASHLE 17.4 DME and hold.

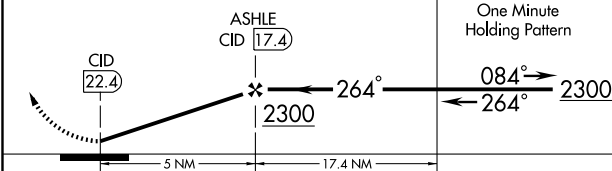
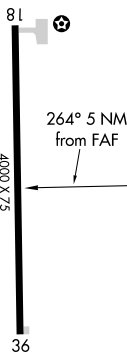
CEDAR RAPIDS APP CON ★  
**119.7 266.8**

CTAF  
**122.9**

**122.8** ①



ELEV 771



CATEGORY	A	B	C	D
CIRCLING	1500-1 729 (800-1)	1500-1¼ 729 (800-1¼)	NA	

MIRL Rwy 18-36 ①

**BELMOND MUNI** (Y48) 1 E UTC-6(-5DT) N42°51.16' W93°35.68'

OMAHA

1201 NOTAM FILE FOD

RWY 17-35: 3245X95 (TURF) LIRL (NSTD)

RWY 35: Tree.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Dec-Mar except PPR 641-444-3386. Loose gravel in tiedown area and twys very rough. Rwy 17-35 marked with yellow cones. Rwy 17-35 NSTD LIRL, lgts mounted on nonfrangible stakes. ACTIVATE LIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**BLOOMFIELD MUNI** (4K6) 2 SW UTC-6(-5DT) N40°43.93' W92°25.70'

CHICAGO

888 B S4 FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3401X50 (CONC) S-28, D-20 MIRL

RWY 18: Trees. RWY 36: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2330Z, Sat 1500-1800Z. For svc after hrs call 641-664-1607. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

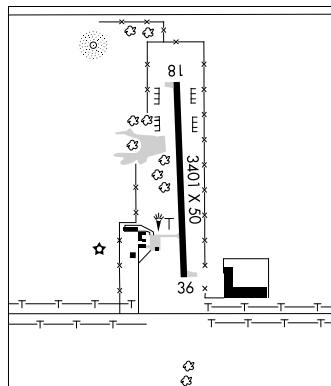
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 189° 18.4 NM to fld. 820/6E. HIWAS.

NDB (MHW) 269 BEX N40°44.70' W92°25.83' at fld.

NOTAM FILE FOD.



**BOONE MUNI** (BNW) 2 SE UTC-6(-5DT) N42°02.97' W93°50.86'

OMAHA

1161 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE BNW

RWY 15-33: H4808X75 (ASPH-CONC) S-30 MIRL

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld dsplcd 140'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Rgt tfc.

RWY 02-20: 3269X148 (TURF)

RWY 02: Rgt tfc. RWY 20: P-lines.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 15: TORA-4807 TODA-4807 ASDA-4807 LDA-4667

RWY 33: TORA-4667 TODA-4807 ASDA-4807 LDA-4807

**AIRPORT REMARKS:** Attended Apr-Sep Mon-Thur 1500-0100Z, Fri-Sat

1400-0100Z, Sun 1400-2300Z, Oct-Mar Mon-Thur

1500-2300Z, Fri-Sun 1400-2300Z. OT call 515-795-2306 or

515-298-2934. Arpt unattended holidays and when ceiling is

less than 400' or the visibility is less than one mile. For fuel on

holidays or after hrs call 515-795-2306. Parachute jumping on

invof arpt. Rwy 02-20 marked with yellow cones. Rwy 15 REIL OTS

indef. ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy

33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.925 (515) 432-9042.

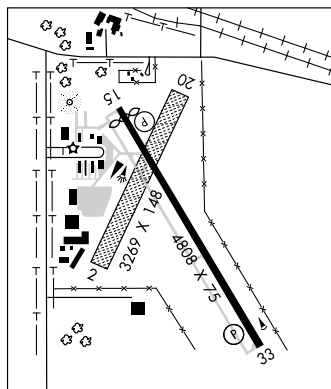
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ DES MOINES APP/DEP CON 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54' 293° 36.7 NM to fld. 980/3E.

NDB (MHW) 407 BNW N42°03.26' W93°51.18' at fld. NOTAM FILE BNW.



**BURLINGTON** N40°43.40' W90°55.55' NOTAM FILE BRL.

CHICAGO

(L) VORTACW 111.4 BRL Chan 51 287° 9.8 NM to Southeast Iowa Rgnl. 730/5E. HIWAS.

H-5D, L-27B

NDB BEX <b>269</b>	APP CRS <b>354°</b>	Rwy Idg TDZE Apt Elev	<b>3401</b> <b>888</b> <b>888</b>
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# NDB RWY 36

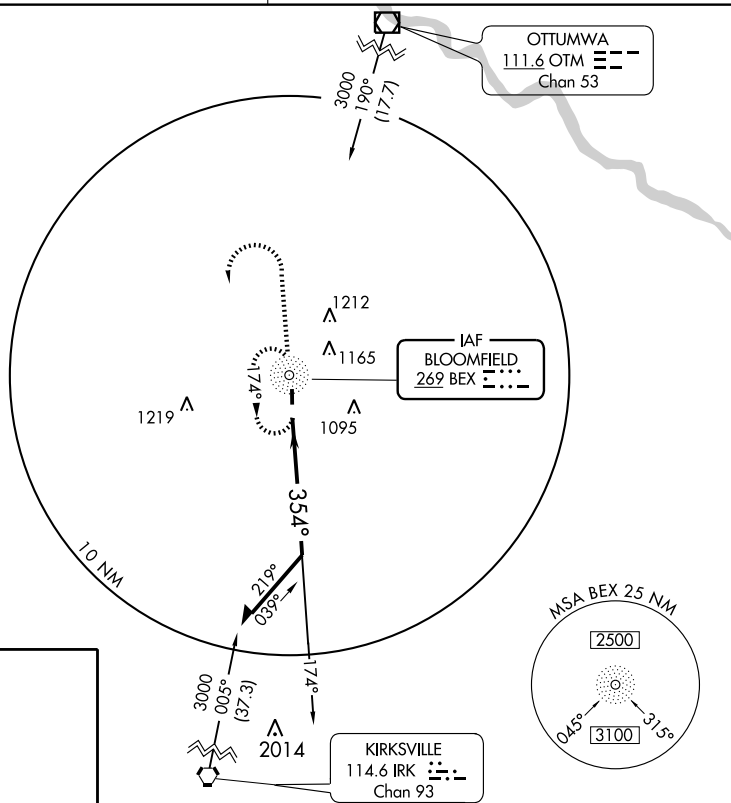
BLOOMFIELD MUNI (4K6)

▼ Use Ottumwa altimeter setting; when not available, procedure NA.  
▲ NA

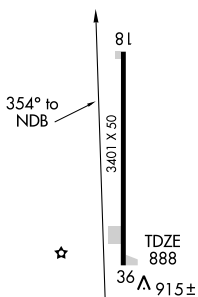
MISSED APPROACH: Climb to 3000 then left turn direct BEX NDB and hold.

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 888



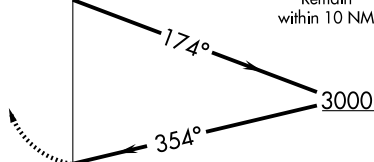
3000

BEX

269

NDB

Remain within 10 NM



CATEGORY	A	B	C	D
S-36	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA
CIRCLING	1500-1	612 (700-1)	1500-1¾ 612 (700-1¾)	NA

MIRL Rwy 18-36 0

BLOOMFIELD, IOWA

Amdt 3 09071

BLOOMFIELD MUNI (4K6)

# NDB RWY 36

40°44'N-92°26'W

RNAV (GPS) RWY 36

BLOOMFIELD MUNI (4K6)

APP CRS  
357°

Rwy Idg	<b>3401</b>
TDZE	<b>888</b>
Apt Elev	<b>888</b>



Use Ottumwa altimeter setting; when not available, procedure NA.

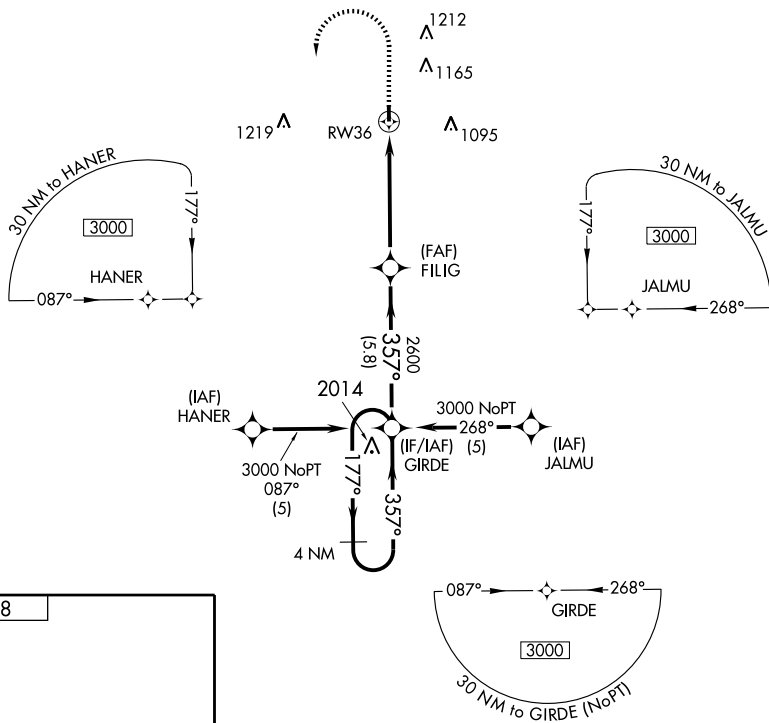


GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

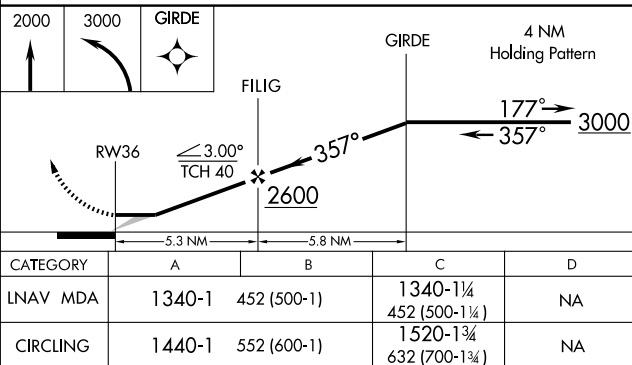
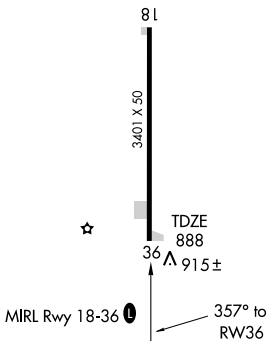
**MISSED APPROACH:** Climb to 2000 then climbing left turn to 3000 direct GIRDE WP and hold.

CHICAGO CENTER  
118.15 354.1

UNICOM  
122.8 (CTAF) **L**



ELEV 888



BLOOMFIELD, IOWA

Orig 07186

BLOOMFIELD MUNI (4K6)

40°44'N-92°26'W

RNAV (GPS) RWY 36

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010



**BELMOND MUNI** (Y48) 1 E UTC-6(-5DT) N42°51.16' W93°35.68'

OMAHA

1201 NOTAM FILE FOD

RWY 17-35: 3245X95 (TURF) LIRL (NSTD)

RWY 35: Tree.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Dec-Mar except PPR 641-444-3386. Loose gravel in tiedown area and twys very rough. Rwy 17-35 marked with yellow cones. Rwy 17-35 NSTD LIRL, lgts mounted on nonfrangible stakes. ACTIVATE LIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

**BLOOMFIELD MUNI** (4K6) 2 SW UTC-6(-5DT) N40°43.93' W92°25.70'

CHICAGO

888 B S4 FUEL 100LL NOTAM FILE FOD

L-27A

RWY 18-36: H3401X50 (CONC) S-28, D-20 MIRL

IAP

RWY 18: Trees. RWY 36: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2330Z, Sat 1500-1800Z. For svc after hrs call 641-664-1607. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

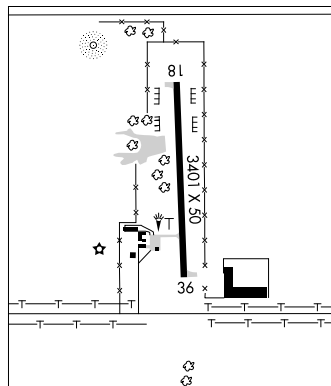
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 189° 18.4 NM to fld. 820/6E. HIWAS.

NDB (MHW) 269 BEX N40°44.70' W92°25.83' at fld.

NOTAM FILE FOD.



**BOONE MUNI** (BNW) 2 SE UTC-6(-5DT) N42°02.97' W93°50.86'

OMAHA

1161 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE BNW

L-12J

RWY 15-33: H4808X75 (ASPH-CONC) S-30 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Thld dsplcd 140'. Tree.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Rgt tfc.

RWY 02-20: 3269X148 (TURF)

RWY 02: Rgt tfc. RWY 20: P-lines.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 15: TORA-4807 TODA-4807 ASDA-4807 LDA-4667

RWY 33: TORA-4667 TODA-4807 ASDA-4807 LDA-4807

**AIRPORT REMARKS:** Attended Apr-Sep Mon-Thur 1500-0100Z, Fri-Sat

1400-0100Z, Sun 1400-2300Z, Oct-Mar Mon-Thur

1500-2300Z, Fri-Sun 1400-2300Z. OT call 515-795-2306 or

515-298-2934. Arpt unattended holidays and when ceiling is

less than 400' or the visibility is less than one mile. For fuel on

holidays or after hrs call 515-795-2306. Parachute jumping on

invof arpt. Rwy 02-20 marked with yellow cones. Rwy 15 REIL OTS

indef. ACTIVATE MIRL Rwy 15-33 and REIL Rwy 15 and Rwy

33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.925 (515) 432-9042.

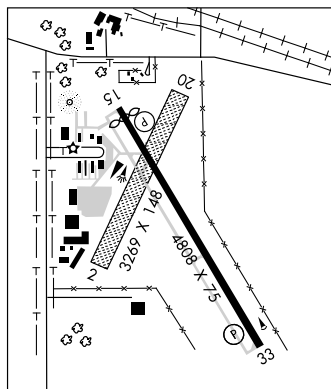
**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ DES MOINES APP/DEP CON 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54' 293° 36.7 NM to fld. 980/3E.

NDB (MHW) 407 BNW N42°03.26' W93°51.18' at fld. NOTAM FILE BNW.



**BURLINGTON** N40°43.40' W90°55.55' NOTAM FILE BRL.

CHICAGO

(L) VORTACW 111.4 BRL Chan 51 287° 9.8 NM to Southeast Iowa Rgnl. 730/5E. HIWAS.

H-5D, L-27B

NDB BNW <b>407</b>	APP CRS <b>225°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>1147</b> <b>1160</b>
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## COPTER NDB or GPS 225°

BOONE MUNI (BNW)

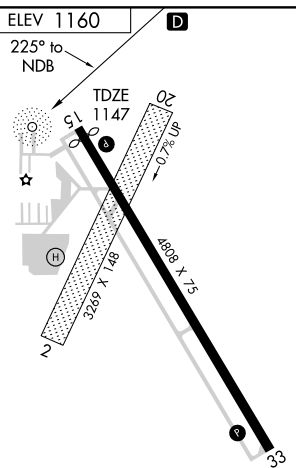
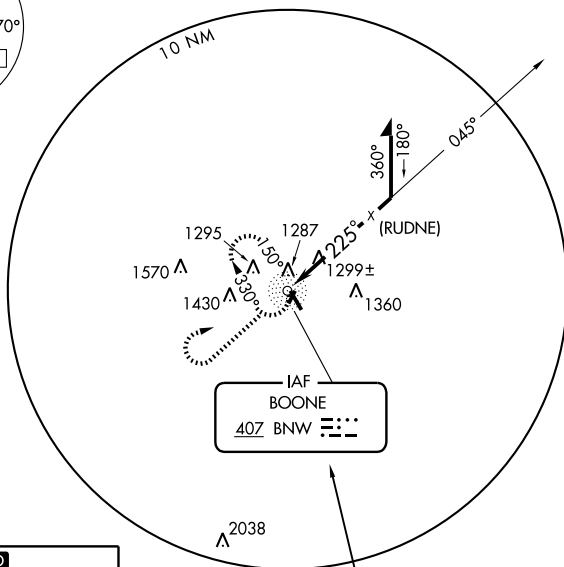
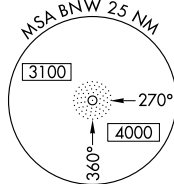


MISSED APPROACH: Climb to 3000 then right turn direct BNW  
NDB and hold.

AWOS-3  
**120.925**

DES MOINES APP CON  
**123.9 307.15**

UNICOM  
**123.0 (CTAF)**



DES MOINES  
117.5 DSM  
Chan 122

3000

BNW

407

NDB

Remain  
within 5 NM

045°

(RUDNE)

2600

225°

4 NM

CATEGORY

A

B

C

D

H-225

1660-1/2  
513 (500-1/2)

NA

REIL Rwy 15 and 33  
MIRL Rwy 15-33

NDB BNW <b>407</b>	APP CRS <b>150°</b>	Rwy Idg TDZE Apt Elev	<b>4667</b> <b>1138</b> <b>1160</b>
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**NDB RWY 15**  
BOONE MUNI (BNW)

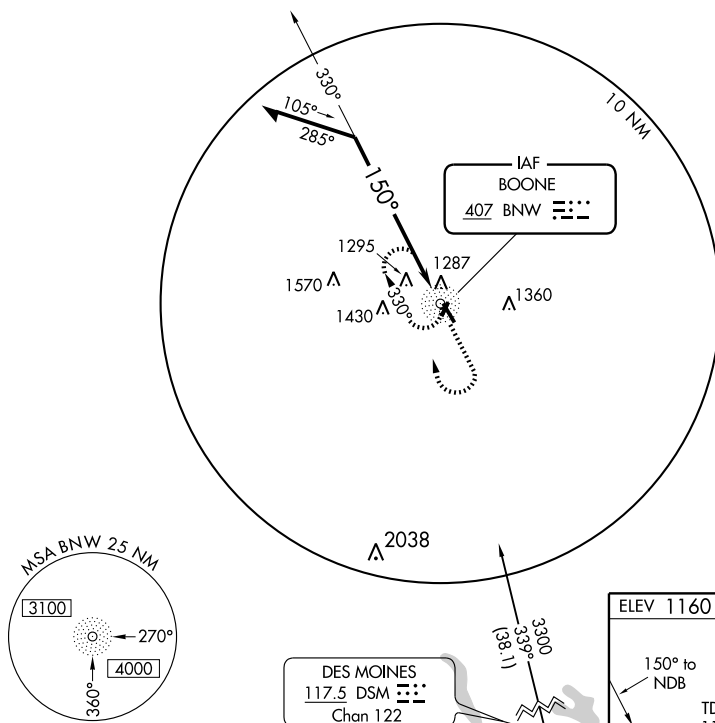


MISSED APPROACH: Climb to 3000 then right turn direct BNW  
NDB and hold.

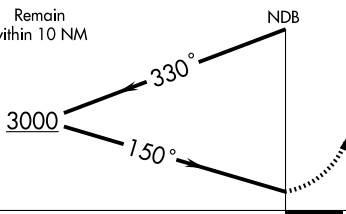
AWOS-3  
**120.925**

DES MOINES APP CON  
**123.9 307.15**

UNICOM  
**123.0 (CTAF) 0**



Remain  
within 10 NM



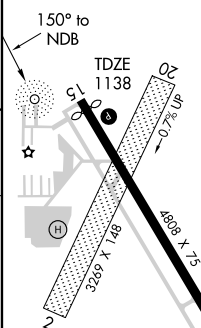
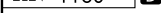
3000



BNW

**407**

ELEV 1160



REIL Rwy 15 and 33  
MIRL Rwy 15-33

CATEGORY	A	B	C	D
S-15	1820-1	682 (700-1)	NA	
CIRCUING	1820-1	660 (700-1)	NA	

NDB BNW <b>407</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>4807</b> <b>1138</b> <b>1160</b>
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# NDB RWY 33

BOONE MUNI (BNW)

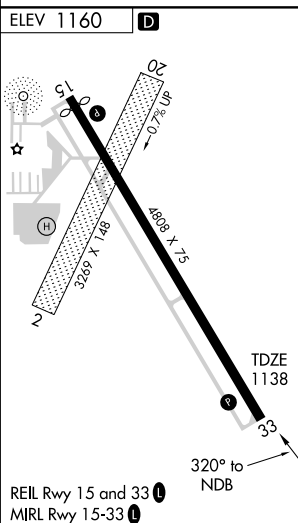
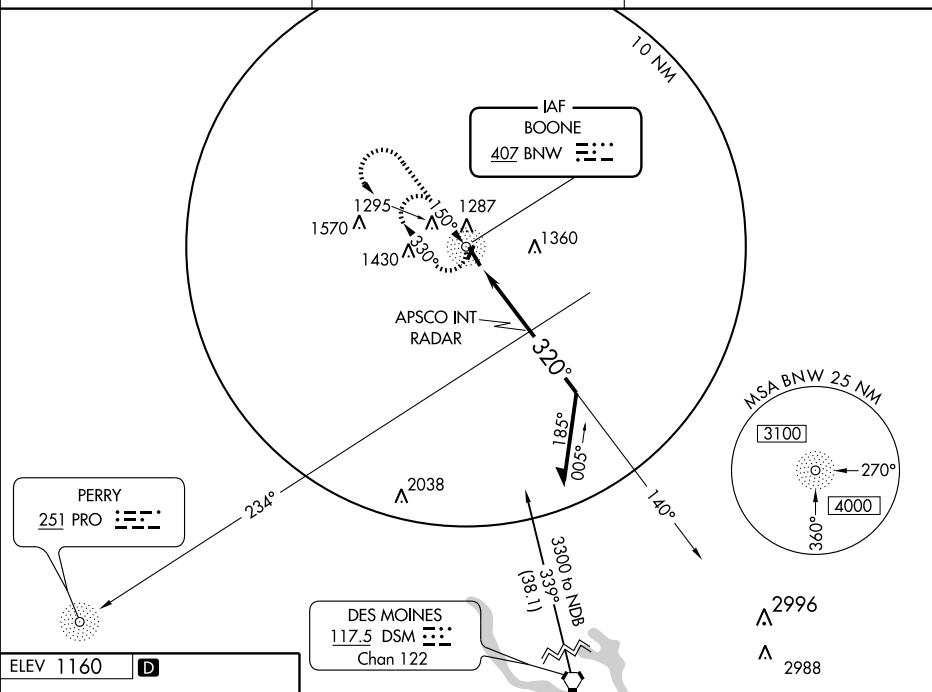


MISSED APPROACH: Climb to 3000 then left turn direct BNW  
NDB and hold.

AWOS-3  
**120.925**

DES MOINES APP CON  
**123.9 307.15**

UNICOM  
**123.0 (CTAF)**



BOONE, IOWA  
Amdt 6B 10098

42°03'N-93°51'W

BOONE MUNI (BNW)  
**NDB RWY 33**

3000

BNW

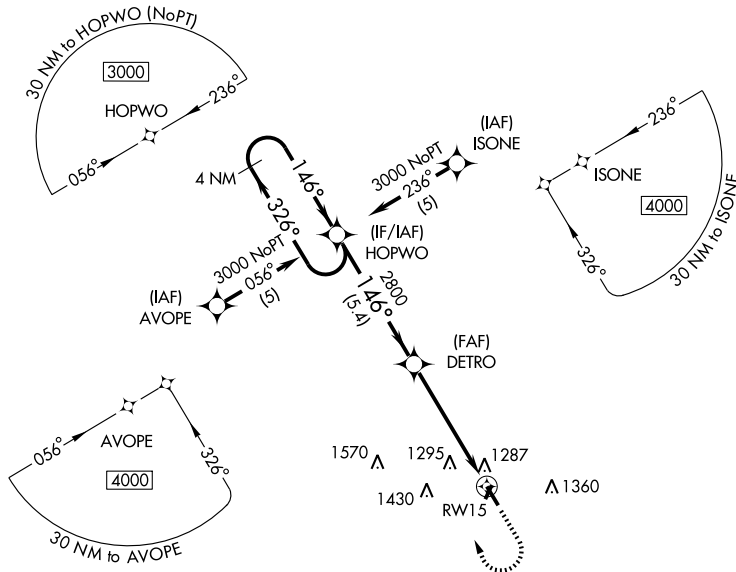
407

NDB

APP CRS  
**146°**Rwy Idg **4667**  
TDZE **1138**  
Apt Elev **1160****RNAV (GPS) RWY 15**  
BOONE MUNI (BNW)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct HOPWO WP and hold.

AWOS-3  
**120.925**DES MOINES APP CON  
**123.9 307.15**UNICOM  
**123.0 (CTAF) 1**

A 2038

4 NM  
Holding Pattern

HOPWO

DETRO

2500

3000

HOPWO

3000

326°  
146°

HOPWO

DETRO

1.3 NM to RW15

3.00° TCH 40

RW15

2800

5.4 NM

3.8 NM

1.3

CATEGORY

A

B

C

D

LNAV MDA

1580-1

442 (500-1)

NA

CIRCLING

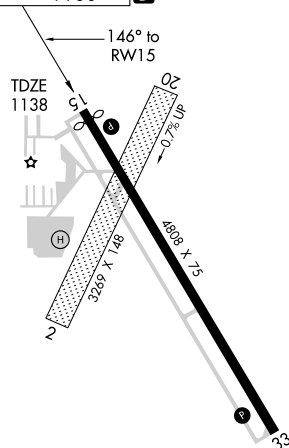
1600-1

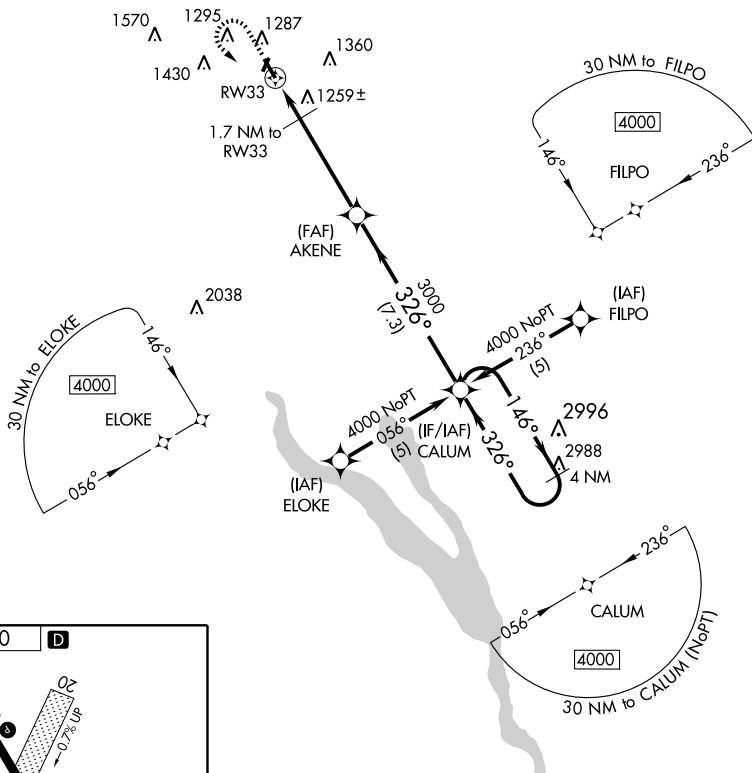
1620-1

NA

ELEV 1160

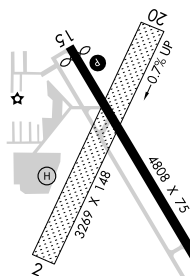
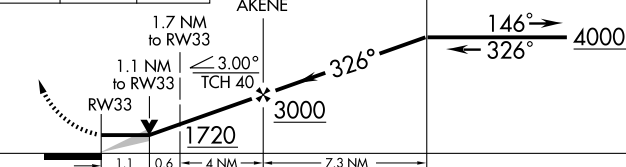
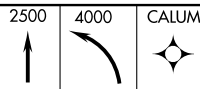
D

REIL Rwy 15 and 33 1  
MIRL Rwy 15-33 1

APP CRS  
**326°**Rwy Idg **4807**  
TDZE **1138**  
Apt Elev **1160****RNAV (GPS) RWY 33**  
BOONE MUNI (BNW)GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.MISSED APPROACH: Climb to 2500 then climbing left turn  
to 4000 direct CALUM WP and hold.AWOS-3  
**120.925**DES MOINES APP CON  
**123.9 307.15**UNICOM  
**123.0 (CTAF) 0**

ELEV 1160

D

REIL Rwy 15 and 33 **0**  
MIRL Rwy 15-33 **0**326° to  
RW33

CATEGORY	A	B	C	D
LNNAV MDA	1520-1	382 (400-1)	NA	
CIRCLING	1600-1 440 (500-1)	1620-1 460 (500-1)	NA	

10210

## AIRPORT DIAGRAM

AL-69 (FAA)

BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)  
BURLINGTON, IOWAASOS  
118.025  
CTAF/UNICOM  
123.0

D

792±

ELEV  
692

31

119.9°

5350 X 100

ELEV  
691

81

179.9°

FIELD  
ELEV  
698

HANGAR

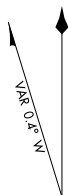
FIRE  
STATION

300.0°

TERMINAL

CIVIL AIR  
PATROL

HANGARS

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° WRWY 12-30  
S-37, D-58  
RWY 18-36  
S-65, D-90, 2S-114

6702 X 150

ELEV  
677

36

359.9°

91°08'W

91°07'W

## AIRPORT DIAGRAM

10210

BURLINGTON, IOWA  
BURLINGTON/ SOUTHEAST IOWA RGNL (BRL)

NC-3, 26 AUG 2010 to 23 SEP 2010

**BURLINGTON****SOUTHEAST IOWA RGNL**

(BRL) 2 SW UTC-6(-5DT) N40°46.99' W91°07.53'

698 B S4 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE BRL

CHICAGO

H-5D, L-27B

IAP, AD

RWY 18-36: H6702X150 (ASPH-GRVD) S-65, D-90, 2S-114 HIRL

RWY 18: Thld dspcd 600'. Trees. Rgt tfc.

RWY 36: MALSR. Tree.

RWY 12-30: H5350X100 (CONC-GRVD) S-37, D-58 MIRL

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 39'. Rgt tfc.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 30'. Thld dspcd 500'. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 12: TORA-4850 TODA-5350 ASDA-4850 LDA-5350

RWY 18: TORA-6702 TODA-6702 ASDA-6702 LDA-6102

RWY 30: TORA-5350 TODA-5350 ASDA-5350 LDA-4850

RWY 36: TORA-6702 TODA-6702 ASDA-6102 LDA-6102

**AIRPORT REMARKS:** Attended 1300-0100Z. Self svc fuel station avbl on north end of apron. Line of sight vision blocked between Rwy 36 and Rwy 12. Class II, ARFF Index A. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats; call arpt manager 319-754-1414. ARFF Index B equipment provided. Air carrier ops with more than 9 passenger seats not authorized in excess of 15 minutes of scheduled flight times without prior coordination with airport manager or dispatch center 319-753-8371. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 12-30, HIRL Rwy 18-36, VASI Rwy 12. PAPI Rwy 30, REIL Rwy 12 and Rwy 30 and MALSR Rwy 36—CTAF.

**WEATHER DATA SOURCES:** ASOS 118.025 (319) 752-6246. HIWAS 111.4 BRL.**COMMUNICATIONS:** CTAF/UNICOM 123.0

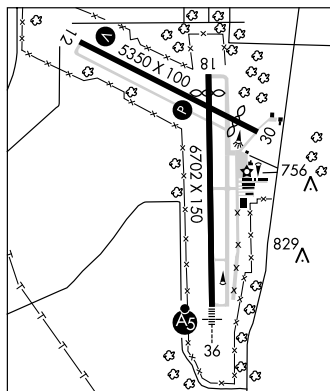
RCO 122.65 (FORT DODGE RADIO)

⑦ **CHICAGO CENTER APP/DEP CON** 135.6**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

**BURLINGTON (L) VORTACW** 111.4 BRL Chan 51 N40°43.40' W90°55.55' 287° 9.8 NM to fld.  
730/5E. HIWAS.

**BURNS NDB (LOM)** 390 BR N40°39.26' W91°07.38' 357° 7.0 NM to fld. Unmonitored.

ILS 108.9 I-BRL Rwy 36 Class IB LOM BURNS NDB. ILS unmonitored.

**BURNS** N40°39.26' W91°07.38' NOTAM FILE BRL.**NDB (LOM)** 390 BR 357° 7.0 NM to Southeast Iowa Rgnl. Unmonitored.

CHICAGO

**CARROLL** N42°02.70' W94°47.11' NOTAM FILE CIN.**NDB (MHW)** 397 CIN at Arthur N Neu. Unmonitored.

OMAHA

L-12



LOC I-BRL <b>108.9</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	<b>6102</b> <b>694</b> <b>698</b>
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## ILS or LOC RWY 36

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

**▼** When local altimeter setting not received, use Fort Madison altimeter setting and increase DA 31 feet, all MDA 40 feet, and Cat D Circling visibility ½ mile.

MALSR

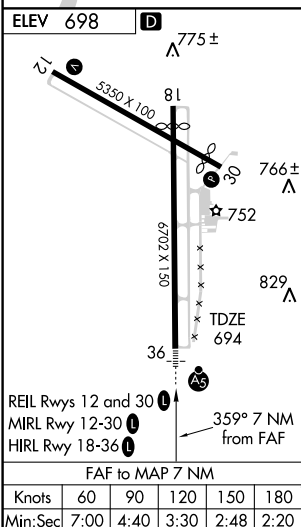
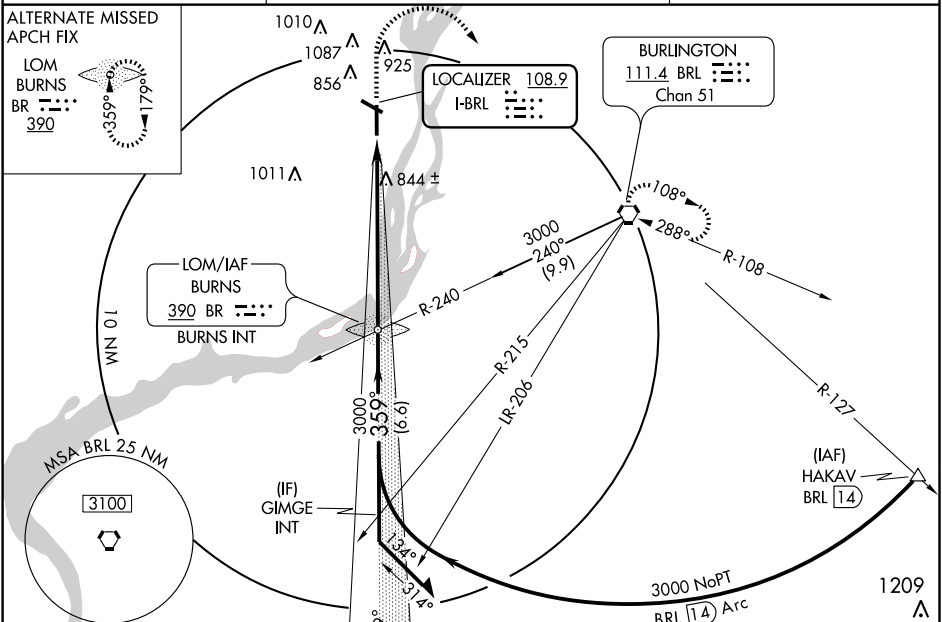


MISSED APPROACH: Climb to 2800 then climbing right turn to 3000 direct BRL VORTAC and hold.

ASOS <b>118.025</b>	CHICAGO CENTER <b>135.6 370.95</b>	UNICOM <b>123.0 (CTAF)</b>
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ALTERNATE MISSED  
APCH FIX

LOM  
BURNS  
BR **390**



ELEV 698	D 775 ±	2800	3000	BRL	111.4	BURNS LOM/INT	2992	179°	359°	3000	Remain within 10 NM	GS 3.00° TCH 54
CATEGORY	A	B	C	D								
S-ILS 36	894-½ 200 (200-½)											
S-LOC 36	1140-½ 446 (500-½)			1140-¾ 446 (500-¾)			1140-1 446 (500-1)			1140-1 446 (500-1)		
CIRCLING	1160-1 462 (500-1)			1160-1½ 462 (500-1½)			1400-2¼ 702 (800-2¼)			1400-2¼ 702 (800-2¼)		

BURLINGTON, IOWA

Amdt 10A 08APR10

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

40° 47'N - 91° 08'W

## ILS or LOC RWY 36

APP CRS **118°**  
 Rwy Idg **5350**  
 TDZE **692**  
 Apt Elev **698**

# RNAV (GPS) RWY 12

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

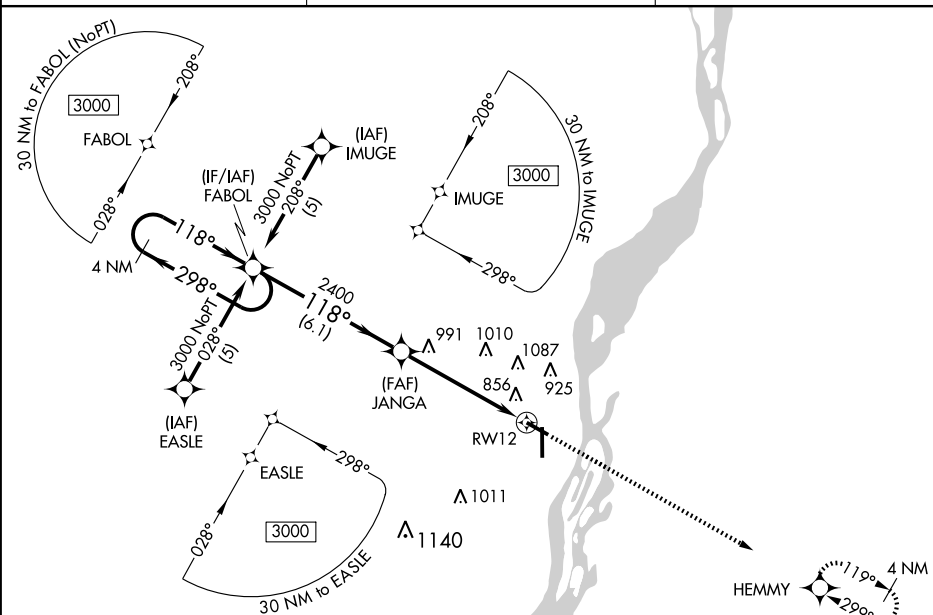
**▼** DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Fort Madison  
 altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct HEMMY and hold.

ASOS  
**118.025**

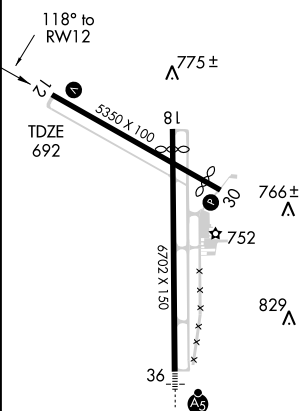
CHICAGO CENTER  
**135.6 370.95**

UNICOM  
**123.0 (CTAF) 0**



ELEV 698

**D**



REIL Rws 12 and 30 **0**  
 MIRL Rwy 12-30 **0**  
 HIRL Rwy 18-36 **0**

4 NM Holding Pattern				3000	HEMMY
				3000	HEMMY
				3000	HEMMY
CATEGORY	A	B	C	D	
LNAV MDA	1300-1	608 (700-1)	1300-1 <sup>3</sup> / <sub>4</sub> 608 (700-1 <sup>3</sup> / <sub>4</sub> )	NA	
CIRCLING	1300-1	602 (700-1)	1300-1 <sup>3</sup> / <sub>4</sub> 602 (700-1 <sup>3</sup> / <sub>4</sub> )	NA	

APP CRS **299°**  
 Rwy Idg **4850**  
 TDZE **693**  
 Apt Elev **698**

# RNAV (GPS) RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

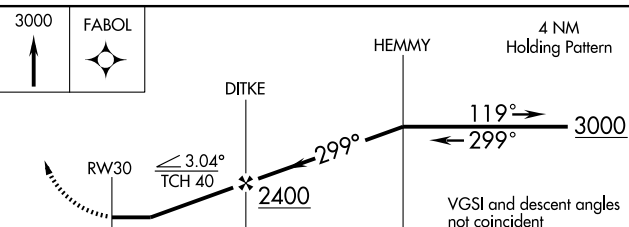
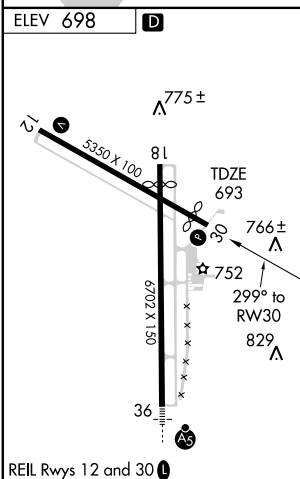
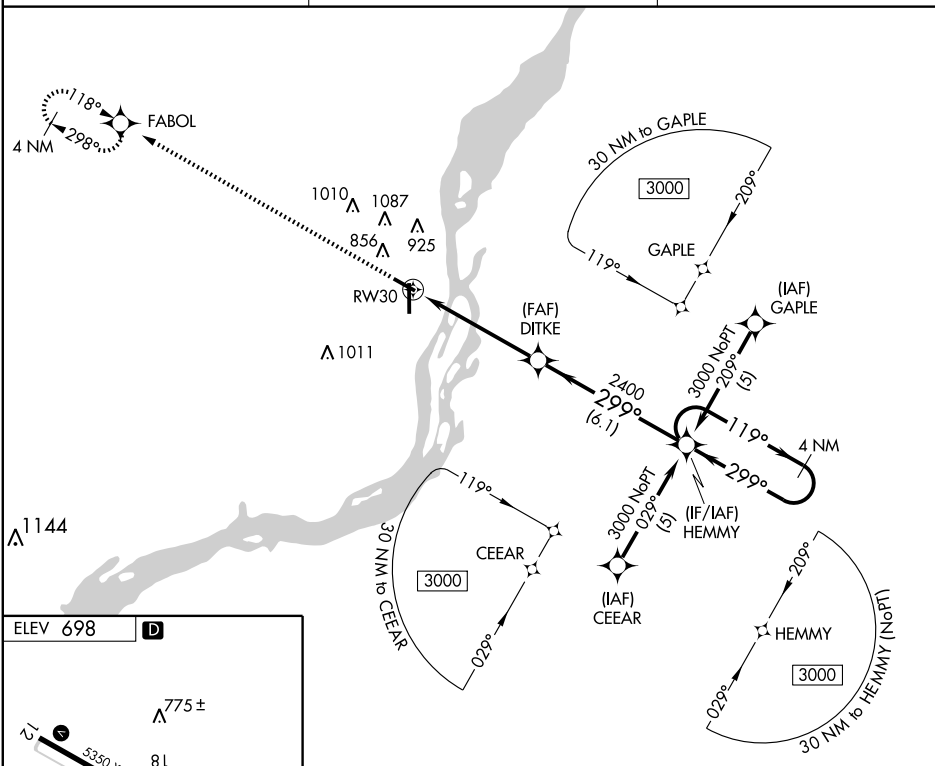
**▼** DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Fort Madison  
 altimeter setting and increase all MDA 40 feet, and LNAV  
 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FABOL and hold.

ASOS  
**118.025**

CHICAGO CENTER  
**135.6 370.95**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)		1160-1½ 462 (500-1½)	NA

WAAS CH <b>42711</b> <b>W36A</b>	APP CRS <b>359°</b>	Rwy Idg TDZE <b>694</b> Apt Elev <b>698</b>	<b>6102</b>
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## RNAV (GPS) RWY 36

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.  
When local altimeter setting not received, use Fort Madison altimeter setting and increase all DA 31 feet, all MDA 40 feet.  
VDP and Baro-VNAV NA when using Fort Madison altimeter setting.

MALSR

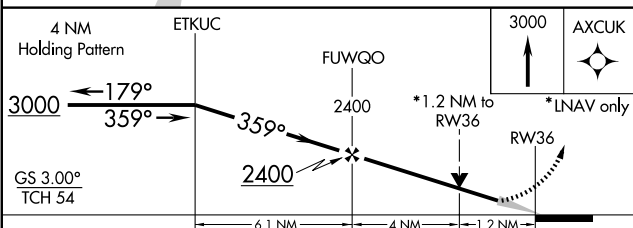
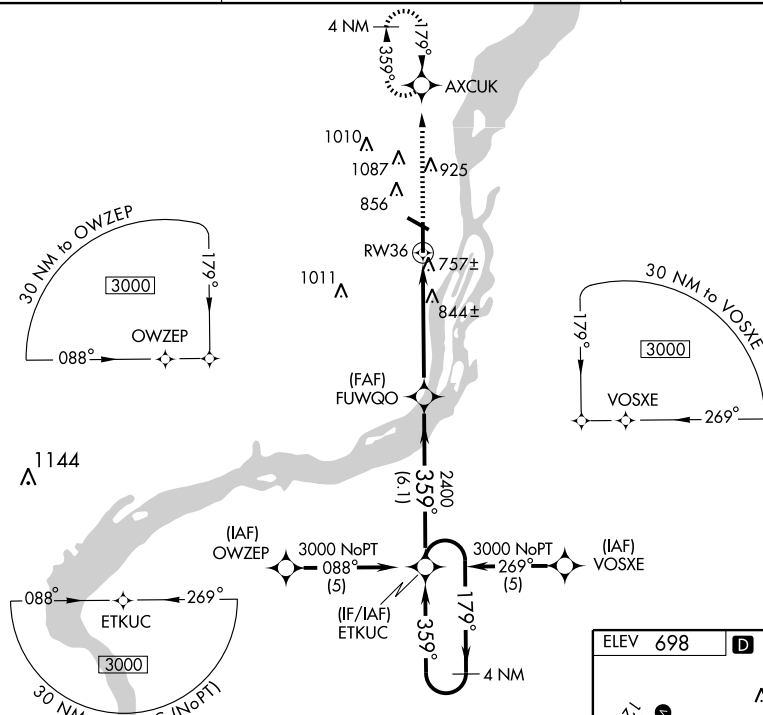


MISSED APPROACH: Climb to 3000 direct AXCUK and hold, continue climb-in-hold to 3000.

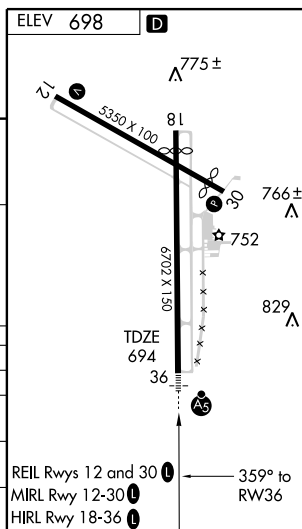
ASOS  
**118.025**

CHICAGO CENTER  
**135.6 370.95**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	894-1/2 200 (200-1/2)			NA
LNAV/VNAV DA	1026-3/4 332 (400-3/4)			NA
LNAV MDA	1100-1/2 406 (500-1/2)		1100-3/4 406 (500-3/4)	NA
CIRCLING	1160-1 462 (500-1)		1160-1/2 462 (500-1/2)	NA



VORTAC BRL  
**111.4**  
Chan **51**

APP CRS  
**108°**

Rwy Idg **5350**  
TDZE **692**  
Apt Elev **698**

**VOR/DME RWY 12**  
BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

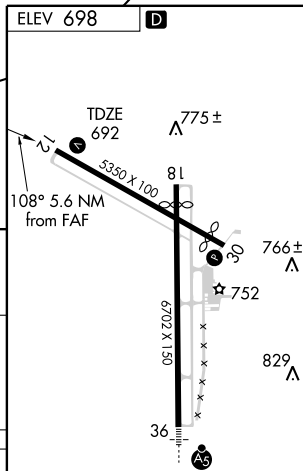
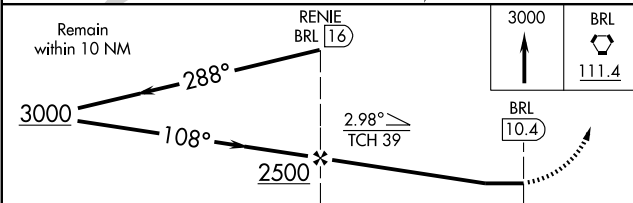
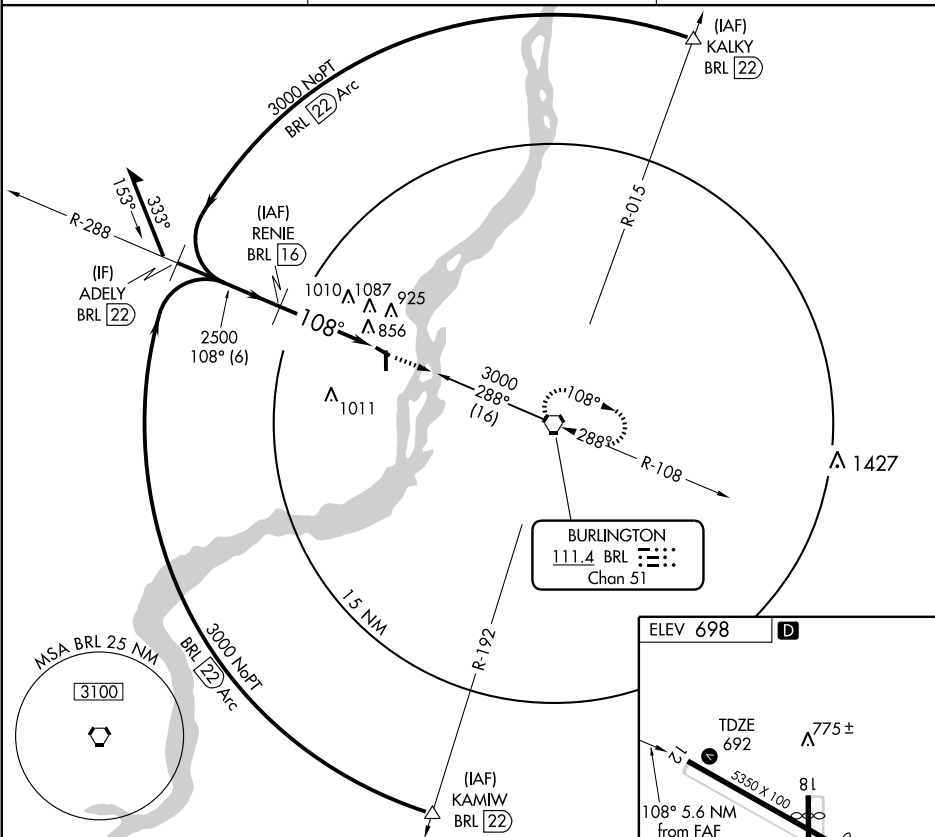
**V** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase S-12 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000  
direct BRL VORTAC and hold.

ASOS  
**118.025**

CHICAGO CENTER  
**135.6 370.95**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
S-12	1280-1	588 (600-1)	1280-1½ 588 (600-1½)	NA
CIRCLING	1280-1	582 (600-1)	1280-1½ 582 (600-1½)	NA

REIL Rwy 12 and 30  
MIRL Rwy 12-30  
HIRL Rwy 18-36

VORTAC BRL  
**111.4**  
 Chan 51

APP CRS  
**288°**

Rwy Idg  
 TDZE **693**  
 Apt Elev **698**

# VOR RWY 30

BURLINGTON/SOUTHEAST IOWA RGNL (BRL)

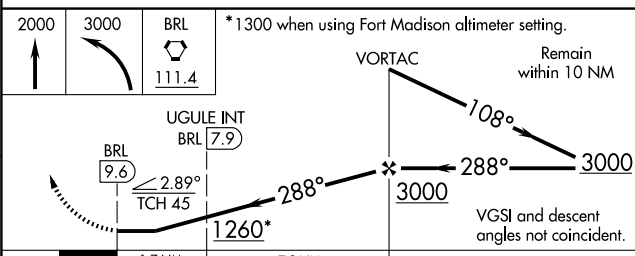
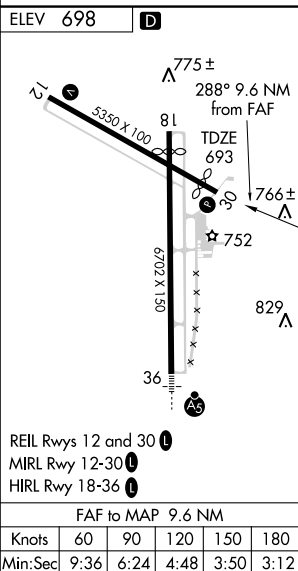
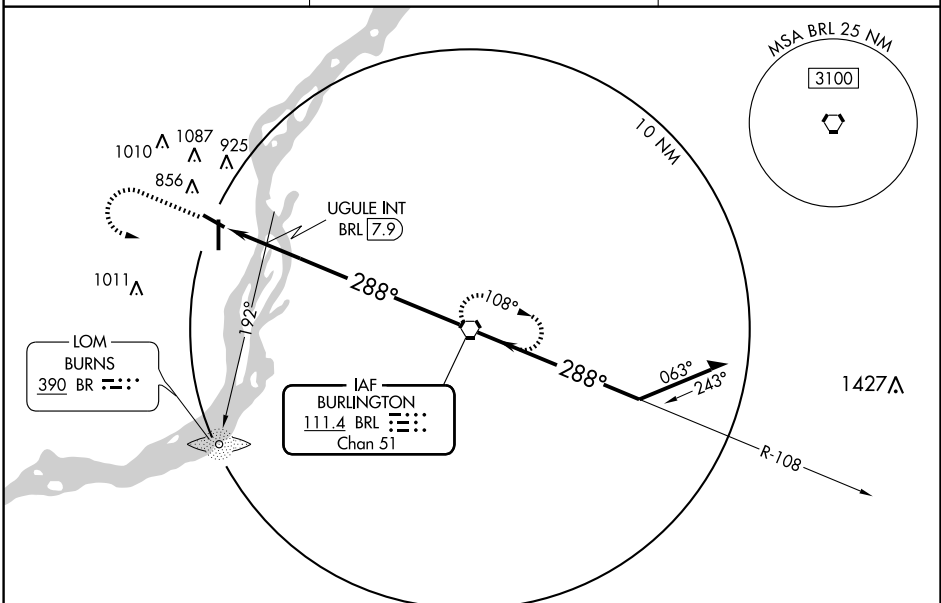
▼ Visibility reduction by helicopters NA.  
 ▲ When local altimeter setting not received, use Fort Madison altimeter setting and increase all MDA 40 feet, increase all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct BRL VORTAC and hold.

ASOS  
**118.025**

CHICAGO CENTER  
**135.6 370.95**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-30	1260-1	567 (600-1)	1260-1½ 567 (600-1½)	NA
CIRCLING	1260-1	562 (600-1)	1260-1½ 562 (600-1½)	NA
UGULE FIX MINIMUMS				
S-30	1080-1 387 (400-1)			NA
CIRCLING	1160-1 462 (500-1)			NA

**CARROLL**

**ARTHUR N NEU** (CIN) 4 SE UTC-6(-5DT) N42°02.77' W94°47.34'

1204 B S4 **FUEL** 100LL, JET A NOTAM FILE CIN

**RWY 13-31:** H5500X100 (CONC) S-30 MIRL

**RWY 13:** REIL. PAPI(P2L)—GA 3.0° TCH 23'. Thld dsplcd 505'.

Railroad.

**RWY 31:** REIL. PAPI(P2L)—GA 3.0° TCH 26'.

**RWY 03-21:** H3300X60 (CONC) MIRL

**RWY 03:** REIL. PAPI(P2L)—GA 3.0° Road.

**RWY 21:** REIL. PAPI(P2L)—GA 3.0° Road.

**AIRPORT REMARKS:** Attended 1400Z±-dusk. For svc after hrs call 712-792-4980. Rwy 31 is calm wind rwy. MIRL Rwy 13-31 and Rwy 03-21 preset on low ints, to increase ints, and ACTIVATE REIL Rwy 13, Rwy 31, Rwy 03 and Rwy 21 and PAPI Rwy 13, Rwy 31, Rwy 03, and Rwy 21-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (712) 792-2306.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**MINNEAPOLIS CENTER APP/DEP CON** 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67'

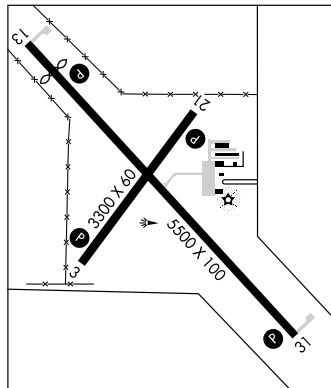
W94°17.69' 206° 40.4 NM to fld. 1164/7E. **HIWAS.**

**CARROLL NDB (MHW)** 397 CIN N42°02.70' W94°47.11'

at fld. Unmonitored. NOTAM FILE CIN.

**OMAHA**

H-5C, L-121  
IAP



**CEDAR RAPIDS** N41°53.25' W91°47.14' NOTAM FILE CID.

(H) **VORW/DME** 114.1 CID Chan 88 088° 3.4 NM to The Eastern Iowa arpt. 870/5E.

**RCQ** 122.55 (FORT DODGE RADIO)

**CHICAGO**

H-5D, L-28G

NDB CIN <b>397</b>	APP CRS <b>315°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1203</b> <b>1204</b>
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# NDB RWY 31

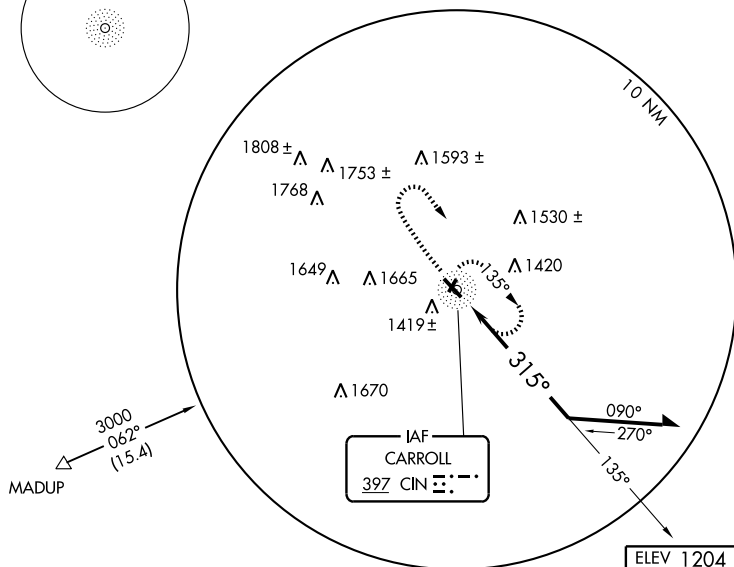
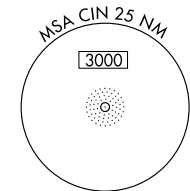
CARROLL/ARTHUR N. NEU (CIN)

<b>▽</b> <b>△</b> NA	MISSED APPROACH: Climb to 3000, then right turn direct CIN NDB and hold.
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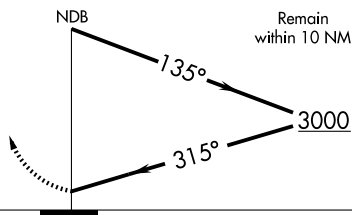
AWOS-3  
**118.025**

MINNEAPOLIS CENTER  
**134.0 288.3**

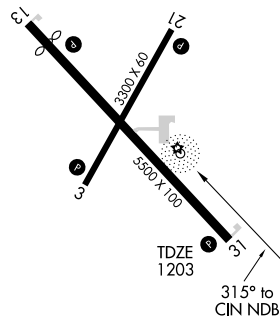
UNICOM  
**122.8 (CTAF) ①**



△1919



ELEV 1204



CATEGORY	A	B	C	D
S-31	1780-1	577 (600-1)	1780-1½ 577 (600-1½)	NA
CIRCLING	1780-1	576 (600-1)	1780-1½ 576 (600-1½)	NA

MIRL Rwy 13-31 and 3-21 ①  
REIL Rws 3, 13, 21 and 31 ①



APP CRS <b>133°</b>	Rwy Idg <b>4995</b>
	TDZE <b>1203</b>
	Apt Elev <b>1204</b>

**RNAV (GPS) RWY 13**

CARROLL/ARTHUR N. NEU (CIN)

**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

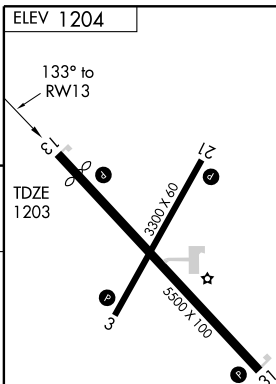
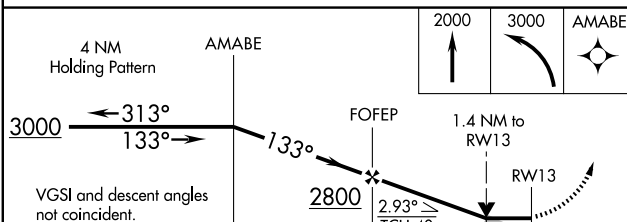
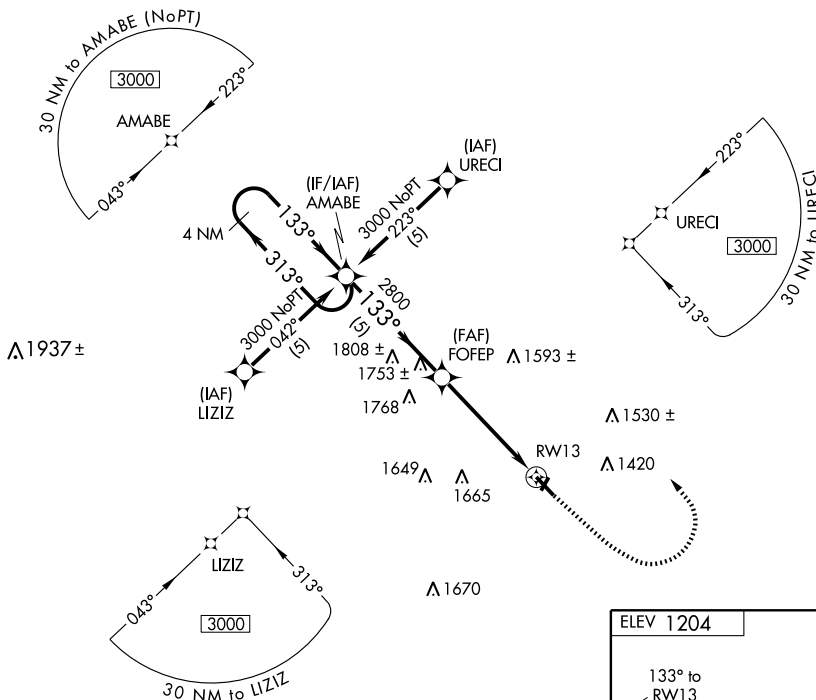
**Δ** NA

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct AMABE WP and hold.

AWOS-3  
**118.025**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LNAV MDA	1660-1	457 (500-1)	1660-1 1/4 457 (500-1 1/4)	NA
CIRCLING	1720-1	516 (600-1)	1720-1 1/2 516 (600-1 1/2)	NA

MIRL Rwy 13-31 and 3-21 **1**  
REIL Rwy 3, 13, 21 and 31 **1**

APP CRS <b>313°</b>	Rwy Idg <b>5500</b>
	TDZE <b>1203</b>
	Apt Elev <b>1204</b>

# RNAV (GPS) RWY 31

CARROLL/ARTHUR N. NEU (CIN)

**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

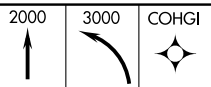
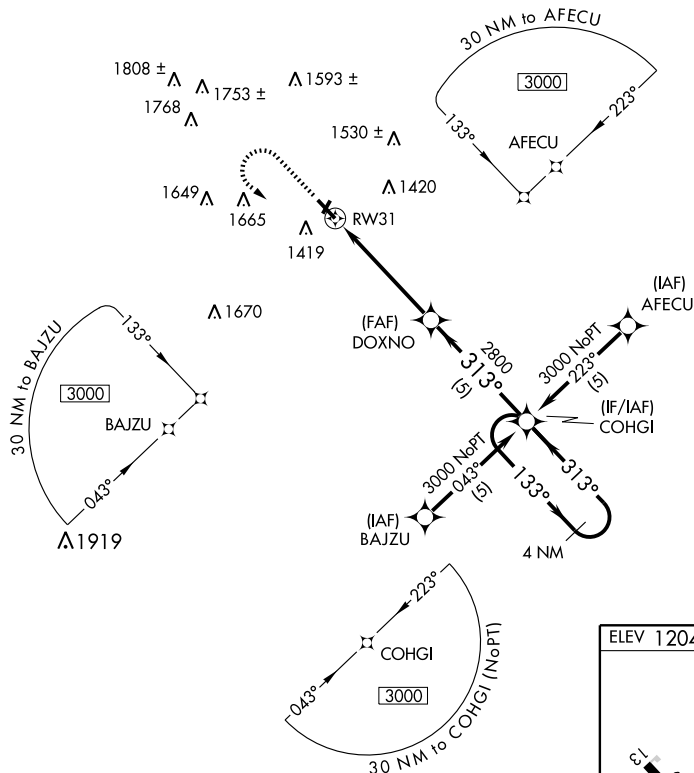
**Δ** NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct COHGI WP and hold.

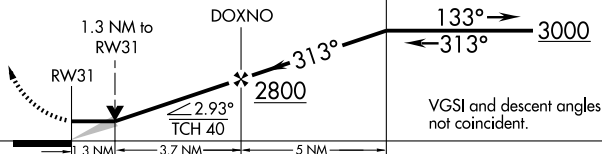
AWOS-3  
**118.025**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 1**

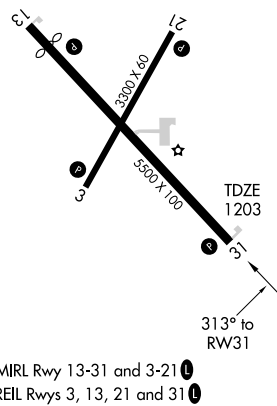


COHGI 4 NM Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1640-1 437 (500-1)		1640-1 ¼ 437 (500-1 ¼)	NA
CIRCLING	1720-1 516 (600-1)		1720-1 ½ 516 (600-1 ½)	NA

ELEV 1204

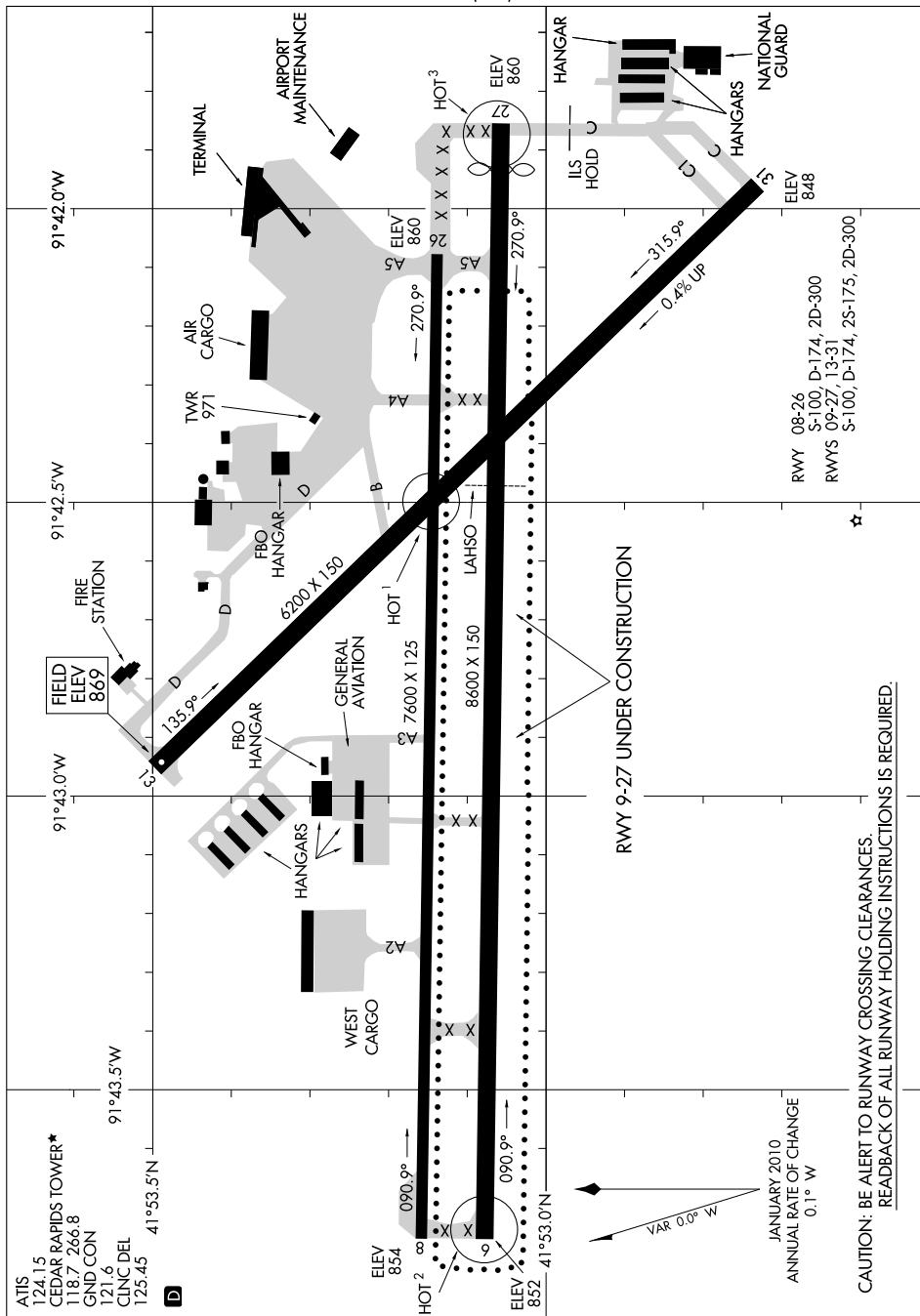


## AIRPORT DIAGRAM

AL-250 (FAA)

CEDAR RAPIDS / THE EASTERN IOWA (CID)  
CEDAR RAPIDS, IOWA

NC-3, 26 AUG 2010 to 23 SEP 2010



NC-3, 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

CEDAR RAPIDS, IOWA  
CEDAR RAPIDS / THE EASTERN IOWA (CID)

## CEDAR RAPIDS

THE EASTERN IOWA (CID) 6 SW UTC-6(-5DT) N41°53.11' W91°42.74'

869 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 TPA-1869(1000)

ARFF Index—See Remarks NOTAM FILE CID

RWY 09-27: H8600X150 (ASPH-CONC-GRVD) S-100, D-174, 2S-175, 2D-300 HIRL

RWY 09: MALSR. PAPI(P4R)—GA 3.0° TCH 60'.

RWY 27: MALSR. PAPI(P4L)—GA 3.0° TCH 46'. Thld dsplcd 425'. Railroad.

RWY 08-26: H7600X125 (CONC-WC) S-100, D-174, 2D-300 MIRL

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 45'.

RWY 26: REIL. PAPI(P4L)—GA 3.0° TCH 46'.

RWY 13-31: H6200X150 (ASPH-CONC-GRVD) S-100, D-174, 2S-175, 2D-300 MIRL 0.4% up NW

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 51'.

RWY 31: MALSR. VASI(V4L)—GA 3.0° TCH 43'.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 09	13-31	5800

## RUNWAY DECLARED DISTANCE INFORMATION

RWY 08:	TORA-7600	TODA-7600	ASDA-7600	LDA-7600
RWY 09:	TORA-8600	TODA-8600	ASDA-8175	LDA-8175
RWY 13:	TORA-6200	TODA-6200	ASDA-6200	LDA-6200
RWY 26:	TORA-7600	TODA-7600	ASDA-7600	LDA-7600
RWY 27:	TORA-8600	TODA-8600	ASDA-8600	LDA-8175
RWY 31:	TORA-6200	TODA-6200	ASDA-6200	LDA-6200

**AIRPORT REMARKS:** Attended continuously. For fuel svc after hrs call 319-366-2246. Birds on and in/ovf arpt. Rwy 09-27 CLOSED indef. When twr clsd and during snow and ice events, all arrival/departure acft announce their intentions on CTAF 5 minutes prior to using the rws. Personnel and equipment performing snow and ice removal ops will monitor CTAF. Rwy 09 runway visual avbl touchdown. Rwy 27 runway visual range avbl touchdown. Twy D is a non-movement area fm Twy B to the safety center exit. Class I, ARFF Index B. Index C level ARFF avbl upon request with 48 hrs notice. 319-366-2246. Rwy 27 PAPI restricted to 5° right and left of centerline. When twr clsd ACTIVATE VASI Rwy 31, PAPI Rwy 13, MALSR Rwy 31, (0530-1100Z±) and twy lgts—CTAF. Rwy 08-26 edge lgts preset to step 2, pilot controlled lighting Rwy 08-26 not avbl. Rwy 13-31 edge lgts preset step 2, pilot control lighting Rwy 13-31 not avbl. PAPI Rwy 08 and Rwy 26 opr continuously. NOTE: See Special Notices—The Eastern Iowa Airport Temporary Rwy 08-26.

**WEATHER DATA SOURCES:** ASOS (319) 363-9021. LAWRS. WSP.**COMMUNICATIONS:** CTAF 118.7 ATIS 124.15 UNICOM 122.95

CEDAR RAPIDS RCO 122.55 (FORT DODGE RADIO)

⑧ APP/DEP CON 119.7 (091°-269°) 134.05 (270°-090°) 119.05 (1100-0530Z±)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z±)

TOWER 118.7 (1100-0530Z±) GND CON 121.6 CLNC DEL 125.45

**AIRSPACE:** CLASS C svc 1100-0530Z± ctc APP CON other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25' W91°47.14' 088° 3.4 NM to fld. 870/5E.

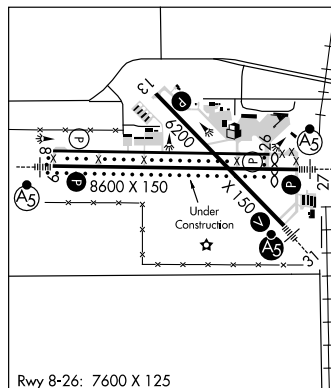
ILS 109.3 I-CID Rwy 09. ILS unmonitored when twr clsd. LOM unmonitored.

ILS/DME 111.3 I-RRU Chan 050 Rwy 27 Class IA. ILS unmonitored when twr clsd.

CHICAGO

H-5D, L-28G

IAP, AD



LOC I-CID <b>109.3</b>	APP CRS <b>089°</b>	Rwy Idg TDZE Apt Elev	<b>8175</b> <b>855</b> <b>869</b>
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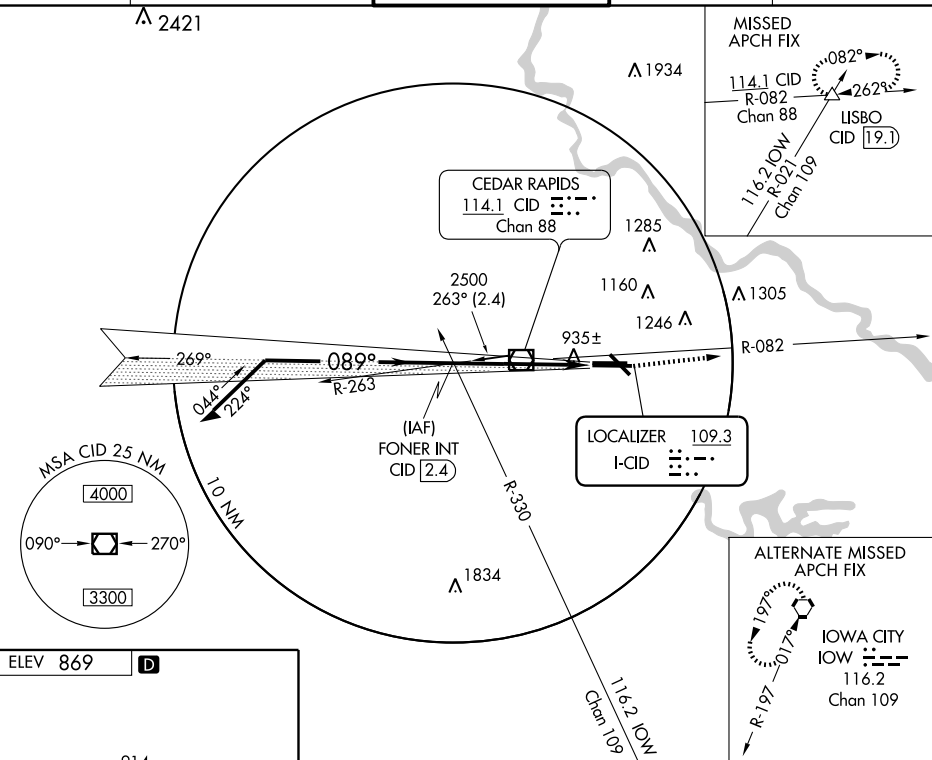
# ILS or LOC RWY 9

## CEDAR RAPIDS/THE EASTERN IOWA (CID)

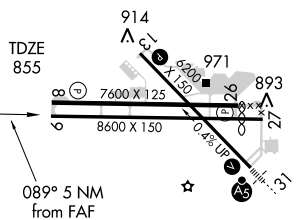
**⚠** If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet.  
**⚠** \* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 2700 via CID R-082 to LISBO INT/CID 19.1 DME and hold.

ATIS <b>124.15</b>	CEDAR RAPIDS APP CON ★ <b>119.7 266.8</b>	CEDAR RAPIDS TOWER ★ <b>118.7 (CTAF) 0 266.8</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.45</b>
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ELEV 869 **D**

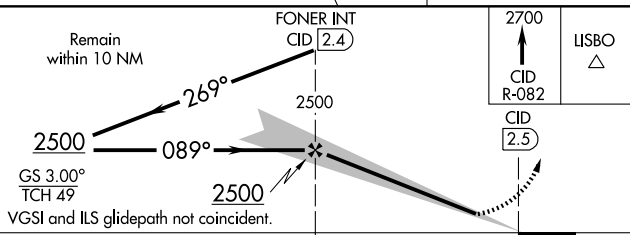


MIRL Rwy 13-31 and 8-26  
REIL Rwy 8, 13 and 26

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CEDAR RAPIDS, IOWA

Amdt 17A 10154



CATEGORY	A	B	C	D
S-ILS 9	* 1055/24 200 (200-½)			
S-LOC 9	1200/24 345 (400-½)			1200/40 345 (400-¾)
CIRCUING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-½)	1420-2 551 (600-2)

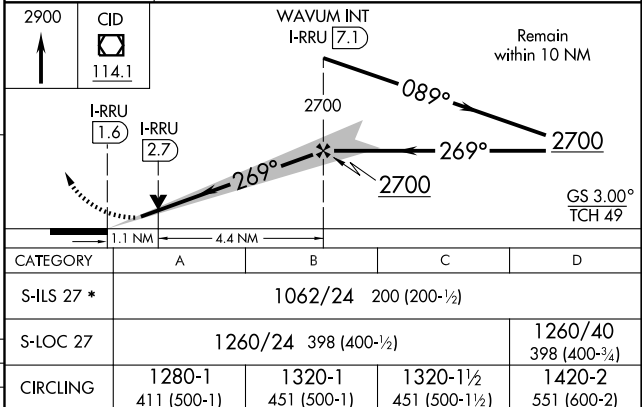
CEDAR RAPIDS/THE EASTERN IOWA (CID)

41°53'N-91°43'W

# ILS or LOC RWY 9

ILS or LOC RWY 27  
CEDAR RAPIDS/ THE EASTERN IOWA (CID)

**MISSED APPROACH:** Climb to 2900  
direct CID VOR/DME and hold,  
continue climb-in-hold to 2900.

[illegible]

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

ILS or LOC RWY 27

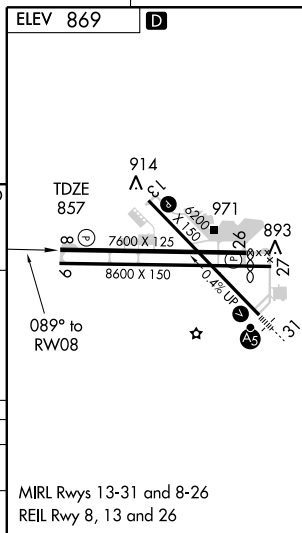
NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 8

## CEDAR RAPIDS/THE EASTERN IOWA (CID)

**MISSED APPROACH:** Climb to 2700  
direct COBVO and hold.

CLNC DEL  
**125.45**

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

41°53'N - 91°43'W

RNAV (GPS) RWY 8

WAAS CH <b>77603</b> <b>W09A</b>	APP CRS <b>089°</b>	Rwy Idg <b>8175</b> TDZE <b>855</b> Apt Elev <b>869</b>
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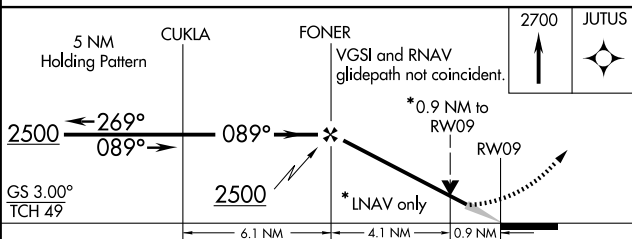
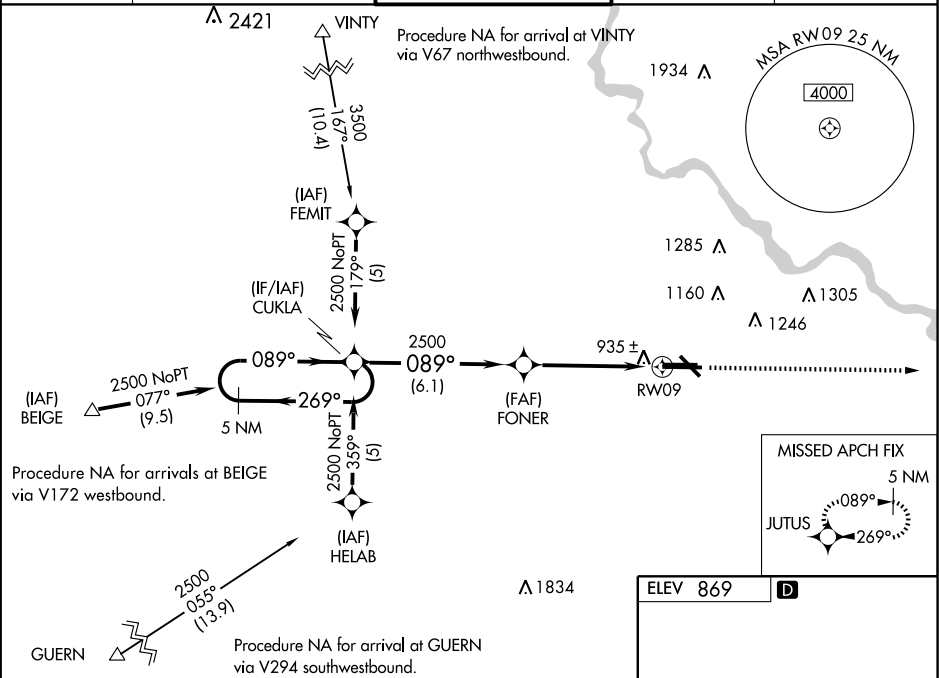
## RNAV (GPS) RWY 9

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

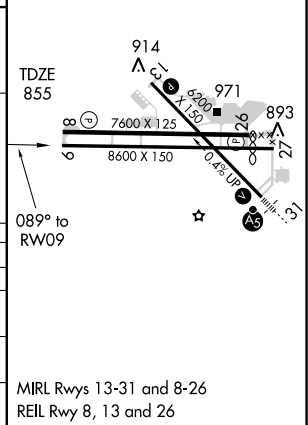
- Baro-VNAV NA when using Iowa City altimeter setting.**  
If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA with Iowa City altimeter setting.  
For uncompensated Baro-VNAV systems, INAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.  
For inoperative MALSR increase INAV CAT D visibility to RVR 6000.

MISSED APPROACH: Climb to 2700  
direct JUTUS and hold.

ATIS <b>124.15</b>	CEDAR RAPIDS APP CON ★ <b>119.7 266.8</b>	CEDAR RAPIDS TOWER ★ <b>118.7 (CTAF) 266.8</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.45</b>
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CATEGORY	A	B	C	D
LPV DA	1105/24 250 (300-½)			
LNAV/ VNAV DA	1204/40 349 (400-¾)			
LNAV MDA	1200/24 345 (400-½)			1200/50 345 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)





WAAS Chan <b>86201</b> W13A	APP CRS <b>134°</b>	Rwy Idg TDZE <b>869</b> Apt Elev <b>869</b>
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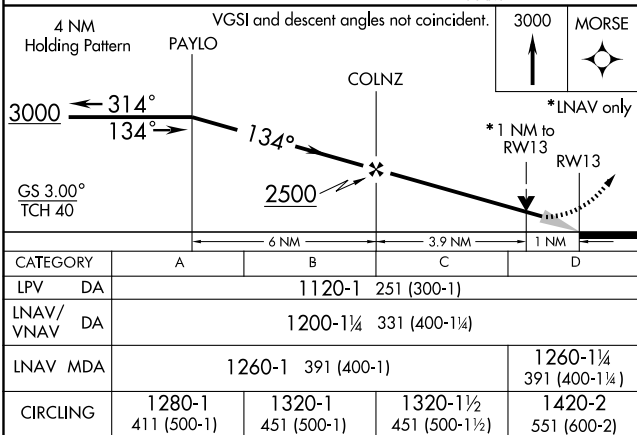
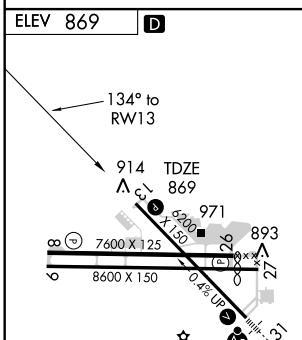
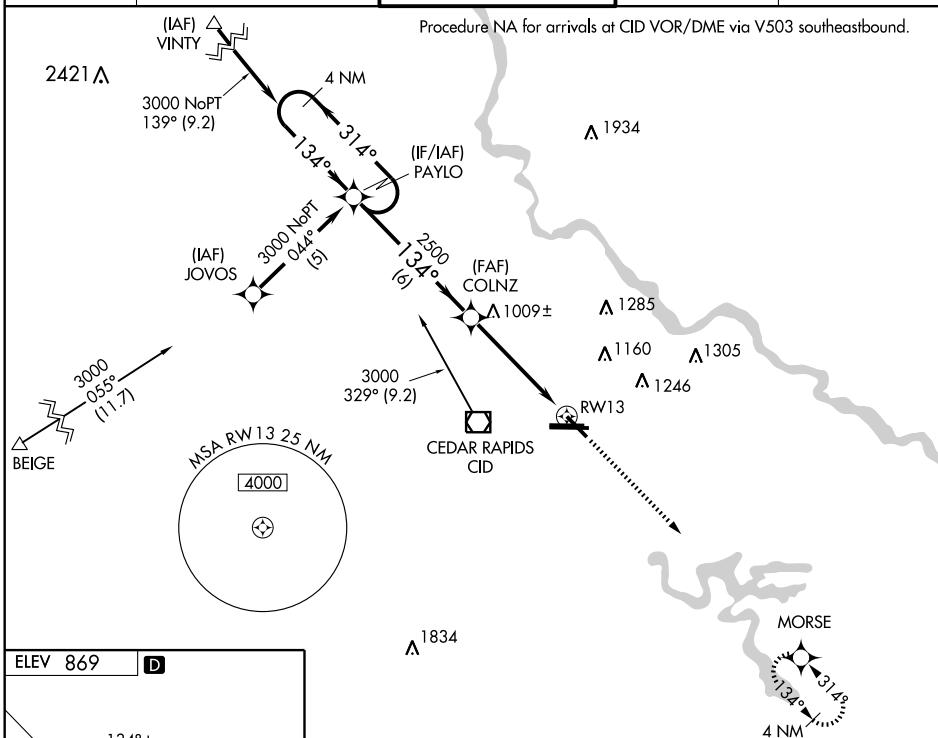
# RNAV (GPS) RWY 13

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

Baro-VNAV NA below -16° (4°F).  
DME/DME RNP-0.3 NA.  
Straight in minimums NA at night when control tower closed.

MISSED APPROACH: Climb to 3000 direct MORSE and hold.

ATIS <b>124.15</b>	CEDAR RAPIDS APP CON ★ <b>119.7 266.8</b>	CEDAR RAPIDS TOWER ★ <b>118.7 (CTAF) 266.8</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.45</b>
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MIRL Rwy 13-31 and 8-26  
REIL Rwy 8, 13 and 26

CEDAR RAPIDS, IOWA  
Amdt 1B 11MAR10

41°53'N-91°43'W

CEDAR RAPIDS/ THE EASTERN IOWA (CID)  
**RNAV (GPS) RWY 13**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>7600</b>
<b>269°</b>	TDZE	<b>862</b>
	Apt Elev	<b>869</b>

# RNAV (GPS) RWY 26

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received use Iowa City altimeter setting and increase all MDA 80 feet; increase LNAV Cuts C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2500  
direct YACGI and hold.

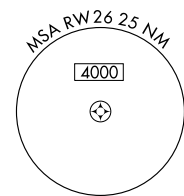
ATIS  
**124.15**

CEDAR RAPIDS APP CON ★  
**119.7 266.8**

CEDAR RAPIDS TOWER ★  
**118.7 (CTAF) 266.8**

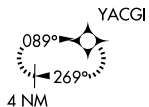
GND CON  
**121.6**

CLNC DEL  
**125.45**

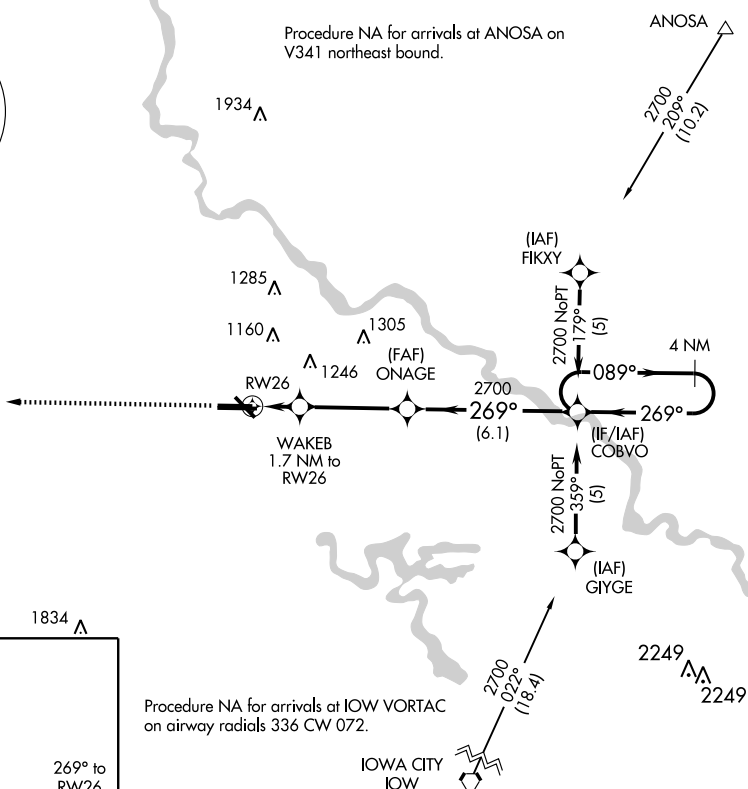


Procedure NA for arrivals at ANOSA on  
V341 northeast bound.

ANOSA

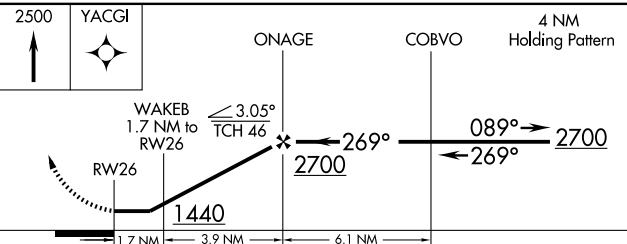
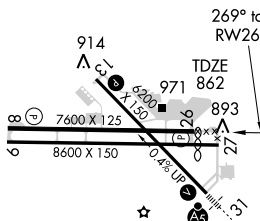


4 NM



ELEV 869

**D**



MIRL Rwy 13-31 and 8-26  
REIL Rwy 8, 13 and 26

CATEGORY	A	B	C	D
LNAV MDA	1240-1 378 (400-1)			1240-1½ 378 (400-1½)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

CEDAR RAPIDS, IOWA  
Orig-A 29JUL10

CEDAR RAPIDS/ THE EASTERN IOWA (CID)  
**RNAV (GPS) RWY 26**

41°53'N - 91°43'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>72902</b> <b>W27A</b>	APP CRS <b>269°</b>	Rwy Idg TDZE <b>8175</b> Apt Elev <b>862</b> <b>869</b>
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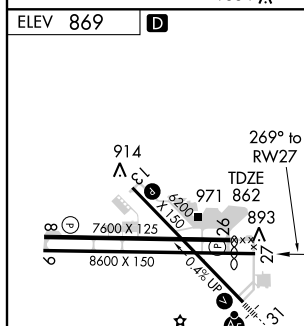
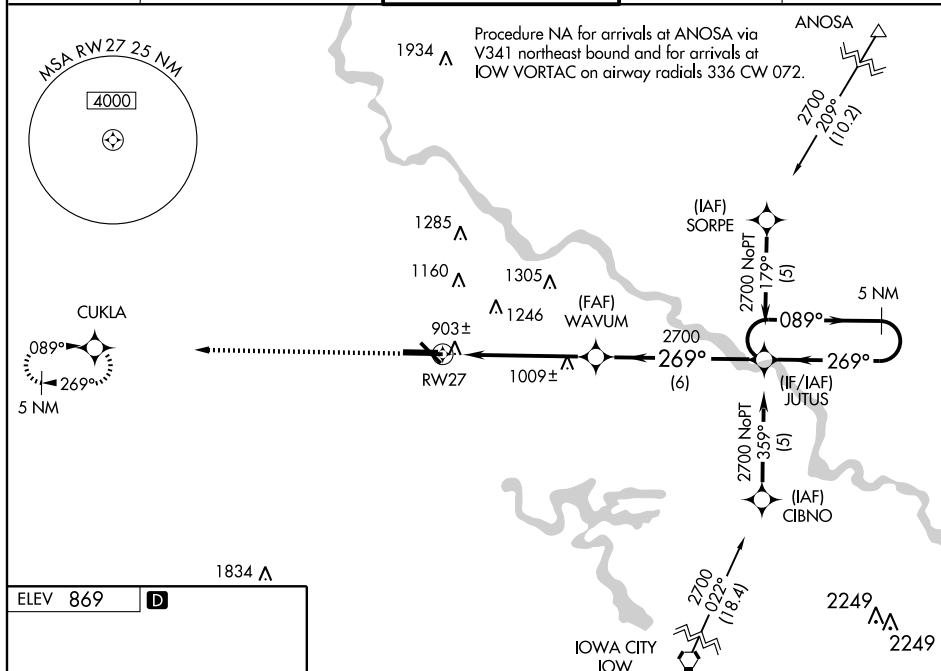
# RNAV (GPS) RWY 27

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

▼ Baro-VNAV NA when using Iowa City altimeter setting.  
 ▲ If local altimeter setting not received, use Iowa City altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Iowa City altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.  
 For inoperative MALSR increase LNAV/VNAV Cat. D visibility to RVR 5000 and LNAV Cat. D visibility to RVR 6000.

MISSED APPROACH: Climb to 2500 direct CUKLA and hold.

ATIS <b>124.15</b>	CEDAR RAPIDS APP CON ★ <b>119.7 266.8</b>	CEDAR RAPIDS TOWER ★ <b>118.7 (CTAF) 266.8</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.45</b>
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	2500	CUKLA	WAVUM	JUTUS	5 NM Holding Pattern
					089° → 2700
					← 269°
					GS 3.00° TCH 49
					1.1 NM
					4.4 NM
					6 NM
CATEGORY	A	B	C	D	
LPV DA	1112/24 250 (300-½)				
LNAV/VNAV DA	1163/24 301 (300-½)				1163/40 301 (300-¾)
LNAV MDA	1260/24 398 (400-½)				1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)	

MIRL Rwy 13-31 and 8-26  
 REIL Rwy 8, 13 and 26

CEDAR RAPIDS, IOWA

Amdt 1 10154

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

41°53'N-91°43'W

# RNAV (GPS) RWY 27

WAAS Chan <b>77503</b> W31A	APP CRS <b>314°</b>	Rwy Idg TDZE Apt Elev	<b>6200</b> <b>861</b> <b>869</b>
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# RNAV (GPS) RWY 31

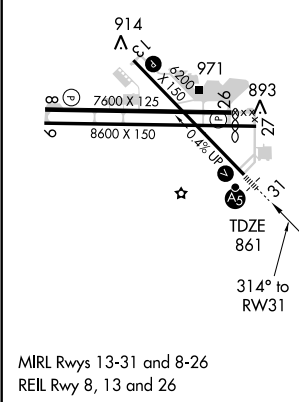
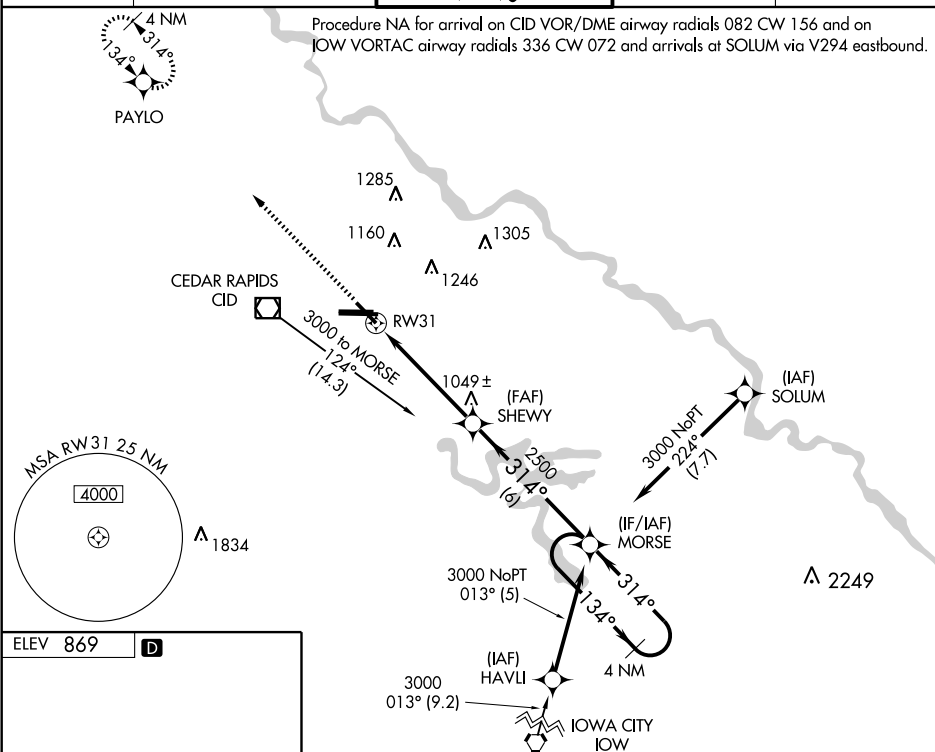
CEDAR RAPIDS/THE EASTERN IOWA (CID)

▼ Baro-VNAV NA below -16°C (4°F).  
DME/DME RNP-0.3 NA.  
Straight in minimums NA at night when control tower closed.  
For inoperative MALSR increase LNAV/VNAV CAT D visibility to 1 and LNAV CAT D visibility to 1½ mile.



MISSED APPROACH: Climb to 3000 direct PAYLO and hold.

ATIS <b>124.15</b>	CEDAR RAPIDS APP CON* <b>119.7 266.8</b>	CEDAR RAPIDS TOWER* <b>118.7 (CTAF) 0 266.8</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.45</b>
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3000

↑

PAYLO

✦

SHEWY

MORSE

4 NM Holding Pattern

\*1.1 NM to RW31

RW31

\*LNAV only

134°

314°

3000

2500

GS 3.00°

TCH 43

1.1

3.9 NM

6 NM

CATEGORY	A	B	C	D
LPV DA	1120-½ 259 (300-½)			
LNAV/VNAV DA	1140-½ 279 (300-½)			1140-¾ 279 (300-¾)
LNAV MDA	1240-½ 379 (400-½)			1240-1 379 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

VOR/DME CID <b>114.1</b> Chan <b>88</b>	APP CRS <b>087°</b>	Rwy Idg TDZE <b>857</b> Apt Elev <b>869</b>
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# VOR/DME RWY 8

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

▼ Visibility reduction by helicopters NA. When local altimeter setting not received use Iowa City altimeter setting and increase all MDA 80 feet and S-8 Cats C/D visibility ¼ mile. VDP NA with Iowa City altimeter setting.

MISSED APPROACH: Climb to 2500 then right turn direct CID VOR/DME and hold.

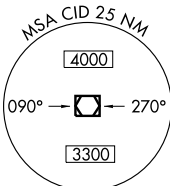
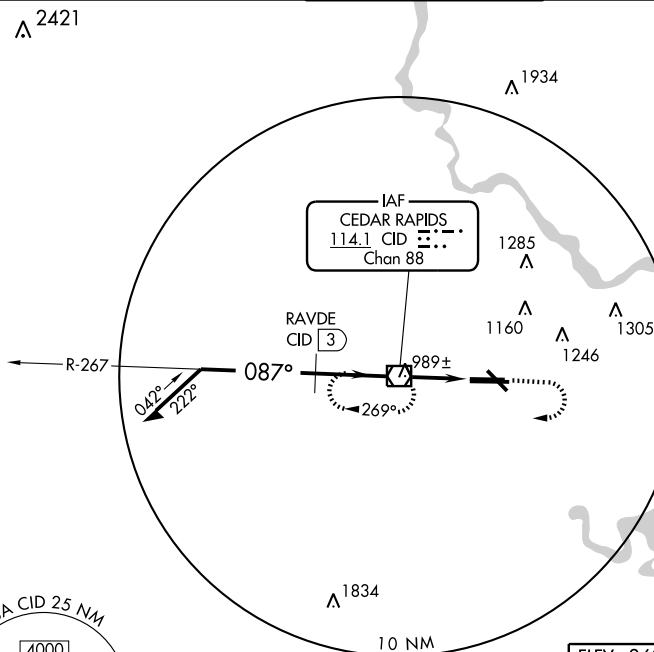
ATIS  
**124.15**

CEDAR RAPIDS APP CON ★  
**119.7 266.8**

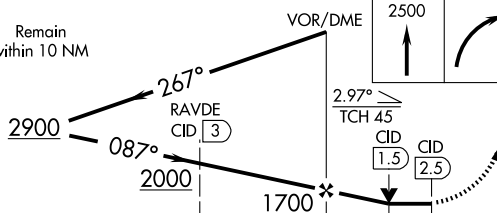
CEDAR RAPIDS TOWER ★  
**118.7 (CTAF) 0 266.8**

GND CON  
**121.6**

CLNC DEL  
**125.45**

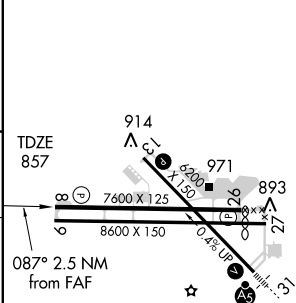


Remain  
within 10 NM



ELEV 869

D



CATEGORY	A	B	C	D
S-8	1240-1	383 (400-1)		1240-1¼ 383 (400-1¼)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

MIRL Rwy 13-31 and 8-26  
REIL Rwy 8, 13 and 26

CEDAR RAPIDS, IOWA

Orig-A 29JUL10

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

41°53'N - 91°43'W

# VOR/DME RWY 8

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

VOR/DME CID <b>114.1</b> Chan <b>88</b>	APP CRS <b>089°</b>	Rwy Idg TDZE <b>855</b> Apt Elev <b>869</b>
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**VOR RWY 9**

CEDAR RAPIDS/ THE EASTERN IOWA (CID)



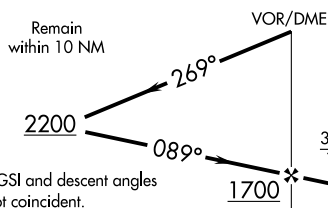
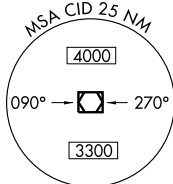
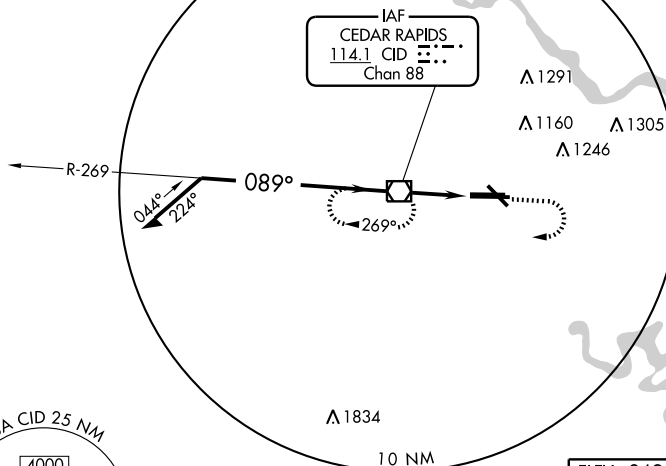
For inoperative MALSR increase S-9 Cat D visibility to RVR 6000.

MISSED APPROACH: Climb to 2500 then right turn direct CID VOR/DME and hold.

ATIS <b>124.15</b>	CEDAR RAPIDS APP CON ★ <b>119.7 266.8</b>	CEDAR RAPIDS TOWER ★ <b>118.7 (CTAF) 0 266.8</b>	GND CON <b>121.6</b>	CLNC DEL <b>125.45</b>
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△ 2421

△ 1934



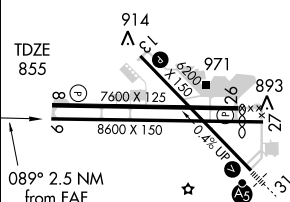
VGSI and descent angles not coincident.

2500

CID  
114.1

ELEV 869

D

MIRL Rwy 13-31 and 8-26  
REIL Rwy 8, 13 and 26

FAF to MAP 2.5 NM

Knots	60	90	120	150	180
Min:Sec	2:30	1:40	1:15	1:00	0:50

CEDAR RAPIDS, IOWA

Amdt 16C 10154

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

41°53'N-91°43'W

**VOR RWY 9**

VOR/DME CID <b>114.1</b> Chan <b>88</b>	APP CRS <b>267°</b>	Rwy Idg <b>7600</b> TDZE <b>862</b> Apt Elev <b>869</b>
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VOR RWY 26

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

**T** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received use Iowa City altimeter setting and increase all MDA 80 feet.

**MISSED APPROACH:** Climb to 2500 direct  
CID VOR/DME and hold.

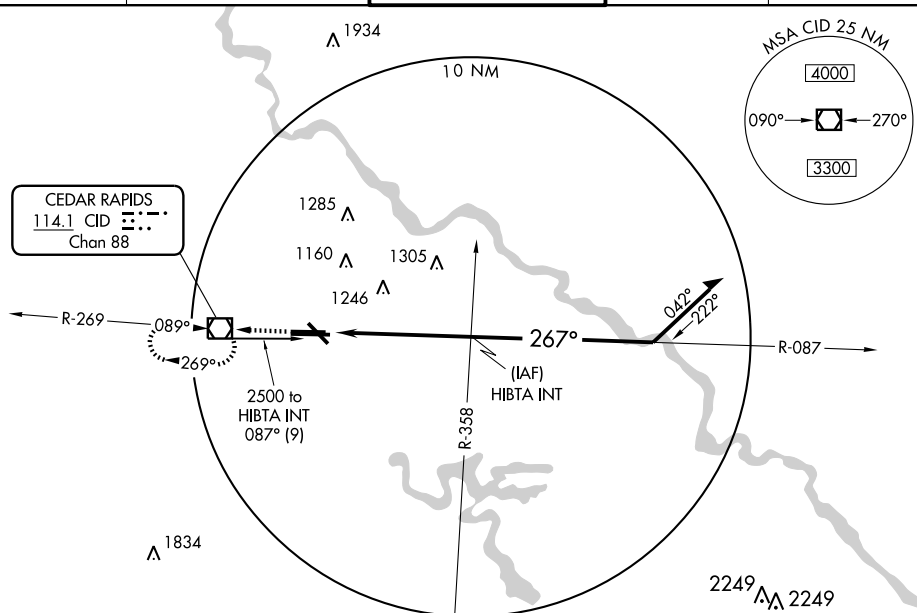
ATIS  
**124.15**

CEDAR RAPIDS APP CON ★  
119.7 266.8

CEDAR RAPIDS TOWER★  
118.7 (CTAF) **L** 266.8

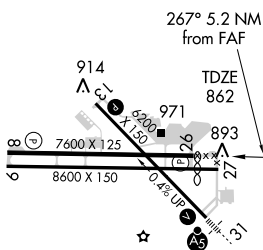
GND CON  
**121.6**

CLNC DEL  
**125.45**



ELEV 869

**D**



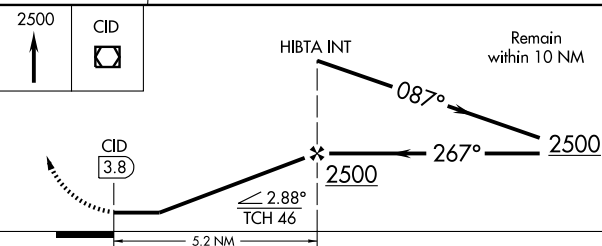
MIRL Rwy 13-31 and 8-26  
REIL Rwy 8, 13 and 26

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

CEDAR RAPIDS, IOWA

Orig-A 29JUL10



CATEGORY	A	B	C	D
S-26	1380-1	518 (600-1)	1380-1½ 518 (600-1½)	1380-1¾ 518 (600-1¾)
CIRCLING	1380-1	511 (600-1)	1380-1½ 511 (600-1½)	1420-2 551 (600-2)

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

VOR RWY 26

41°53'N - 91°43'W

NC-3, 26 AUG 2010 to 23 SEP 2010

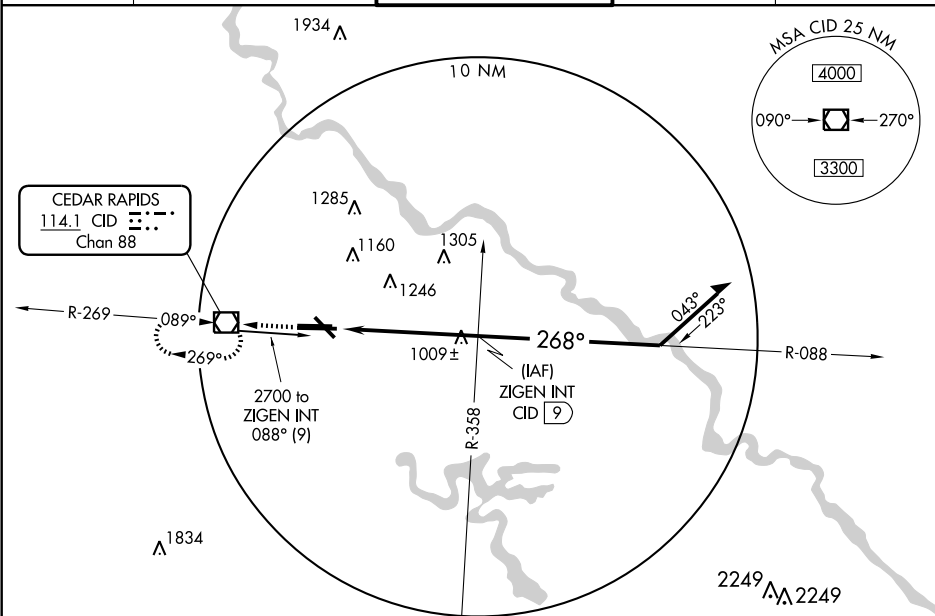
NC-3. 26 AUG 2010 to 23 SEP 2010

**T** If local altimeter setting not received, use Iowa City altimeter setting and increase all MDAs 80 feet.

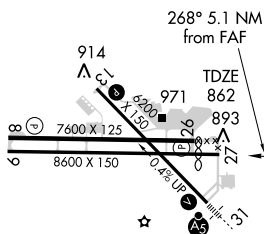
**A** For inoperative MALSR increase S-27 Cat. D visibility to RVR 6000. VDP NA with Iowa City altimeter setting.

**MISSED APPROACH:** Climb to 2900 direct  
CID VOR/DME and hold, continue  
climb-in-hold to 2900.

CLNC DEL  
**125.45**



**D**



MIRL Rwy 13-31 and 8-26  
REIL Rwy 8, 13 and 26

FAF to MAP 5.1 NM

Diagram illustrating a ZIGZAG approach with a ZIGEN INT. The diagram shows a series of turns. A vertical line is labeled "ZIGEN INT" and "CID 9". To the left, a horizontal line is labeled "CID 3.9" and "CID 5". A curved arrow indicates a turn from the horizontal line to the vertical line, with a label " $\leq 3.30^\circ$  TCH 46". A dashed line extends from the vertical line, and a solid line branches off at an angle of  $088^\circ$ . A horizontal line is labeled "2700" and "268°". A note says "Remain within 10 NM". A note at the bottom says "VGSI and descent angles not coincident."

CATEGORY	A	B	C	D
S-27	1260/24 398 (400-½)			1260/50 398 (400-1)
CIRCLING	1280-1 411 (500-1)	1320-1 451 (500-1)	1320-1½ 451 (500-1½)	1420-2 551 (600-2)

CEDAR RAPIDS/ THE EASTERN IOWA (CID)

VOR RWY 27

41°53'N-91°43'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010



**CENTERVILLE MUNI** (TVK) 3 SW UTC-6(-5DT) N40°41.07' W92°54.06'CHICAGO  
L-27A  
IAP

1023 B FUEL 100LL, JET A, MOGAS NOTAM FILE FOD

RWY 16-34: H4099X75 (CONC) S-42, D-65, 2D-120 MIRL

RWY 16: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 34: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2300Z†, Arpt on call holidays. After hrs call Airport Manager on 641-856-4023, residence located on arpt grounds. 24-hr credit card fuel pump. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS 123.775 (641) 437-1213.**COMMUNICATIONS:** CTAF/UNICOM 122.8

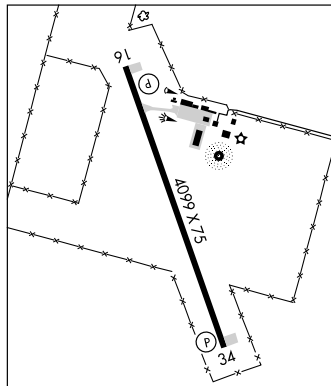
CHICAGO CENTER APP/DEP CON 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'  
W92°19.56' 226° 33.4 NM to fld. 820/6E.

HIWAS.

NDB (MHW) 290 TVK N40°41.23' W92°54.00' at fld.  
NOTAM FILE FOD. Unmonitored. NDB unusable byd 15 NM.

**CHARITON MUNI** (CNC) 3 W UTC-6(-5DT) N41°01.18' W93°21.58'OMAHA  
L-12J, 27A  
IAP

1050 B FUEL 100LL, JET A NOTAM FILE CNC

RWY 10-28: H4000X75 (CONC-WC) MIRL 0.3% up NW

RWY 10: REIL. VASI(V2L)-GA 3.0° TCH 26'. RWY 28: REIL. PAPI(P2L)-GA 3.0° TCH 33'.

RWY 17-35: H2800X75 (CONC) S-4 MIRL 0.4% up S

RWY 17: REIL. PAPI(P2L). Trees. RWY 35: REIL. PAPI(P2L). Road.

**AIRPORT REMARKS:** Attended on call. For assistance call 641-774-5083. MIRL Rwy 17-35 and Rwy 10-28 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 17, Rwy 35, Rwy 10 and Rwy 28, PAPI Rwy 17 Rwy 35 and Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (641) 774-5645.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 145° 28.2 NM to fld. 940/7E.  
HIWAS.

NDB (MHW) 335 CNC N41°01.01' W93°21.72' at fld. NOTAM FILE CNC.

**CHARLES CITY** N43°04.11' W92°36.49' NOTAM FILE CCY.CHICAGO  
L-12J, 27A

NDB (MHW) 375 CCY at Northeast Iowa Rgnl.

RCO 122.4 (FORT DODGE RADIO)



NDB TVK <b>290</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>4099</b> <b>1023</b> <b>1028</b>
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# NDB or GPS RWY 34

CENTERVILLE MUNI (TVK)



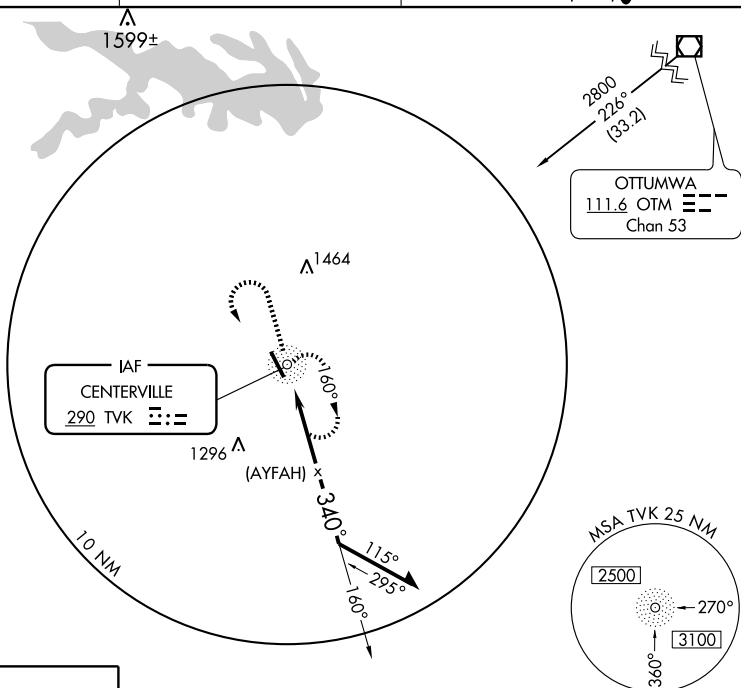
When local altimeter setting not received,  
use Des Moines altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn  
direct TVK NDB and hold.

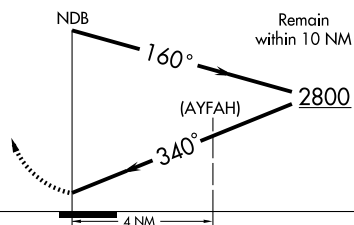
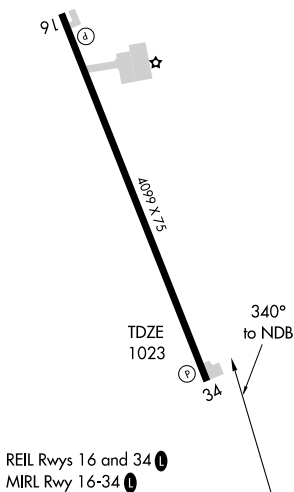
ASOS  
**123.775**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1028



CATEGORY	A	B	C	D
S-34	1640-1	617 (700-1)	1640-1¾ 617 (700-1¾)	1640-2 617 (700-2)
CIRCLING	1640-1	612 (700-1)	1640-1¾ 612 (700-1¾)	1640-2 612 (700-2)
DES MOINES ALTIMETER SETTING MINIMUMS				
S-34	1780-1 757 (800-1)	1780-1¼ 757 (800-1¼)	1780-2¼ 757 (800-2¼)	1780-2½ 757 (800-2½)
CIRCLING	1780-1 752 (800-1)	1780-1¼ 752 (800-1¼)	1780-2¼ 752 (800-2¼)	1780-2½ 752 (800-2½)

CENTERVILLE, IOWA

Amdt 1B 10154

40°41'N-92°54'W

CENTERVILLE MUNI (TVK)  
**NDB or GPS RWY 34**

APP CRS **158°**  
Rwy ldg **4099**  
TDZE **1023**  
Apt Elev **1023**

# RNAV (GPS) RWY 16

CENTERVILLE MUNI (TVK)

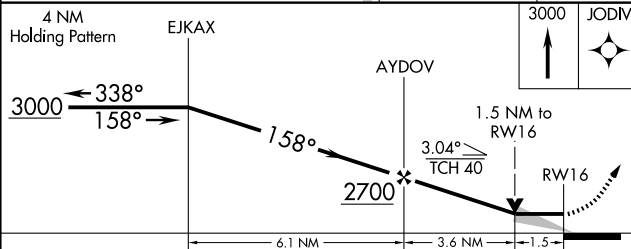
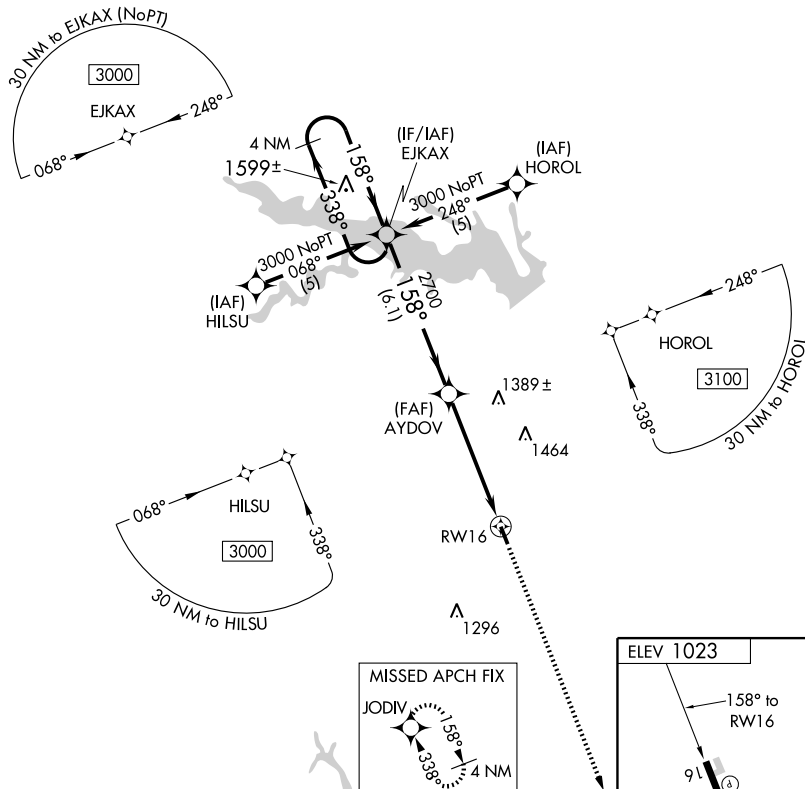
**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chariton altimeter setting and increase all MDA 80 feet.  
**▲** VDP NA when using Chariton altimeter setting.

MISSED APPROACH: Climb to 3000 direct JODIV and hold.

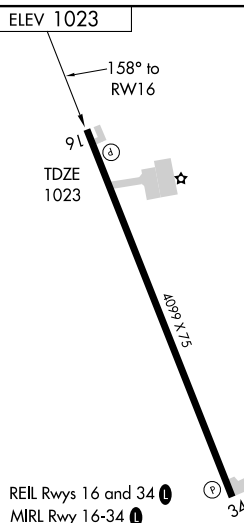
ASOS  
**123.775**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAB MDA	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1540-1¾ 517 (600-1¾)
CIRCLING	1540-1	517 (600-1)	1540-1½ 517 (600-1½)	1580-2 557 (600-2)



WAAS CH <b>86517</b> <b>W34A</b>	APP CRS <b>338°</b>	Rwy Idg TDZE <b>1023</b> Apt Elev <b>1023</b>
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# RNAV (GPS) RWY 34

CENTERVILLE MUNI (TVK)

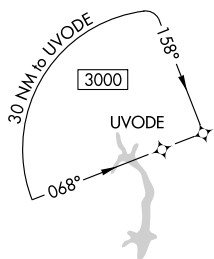
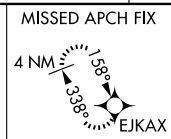
**⚠** Baro-VNAV NA when using Chariton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.  
**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Chariton altimeter setting and increase all DA 71 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cnts and LNAV Cnts C/D visibility ¼ mile. VDP NA when using Chariton altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct  
EJKAX and hold.

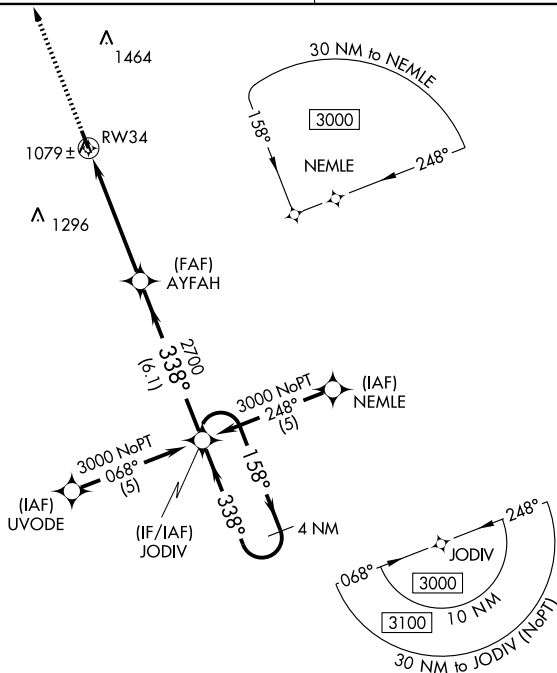
ASOS  
**123.775**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**122.8 (CTAF) 0**



1482  $\Delta$

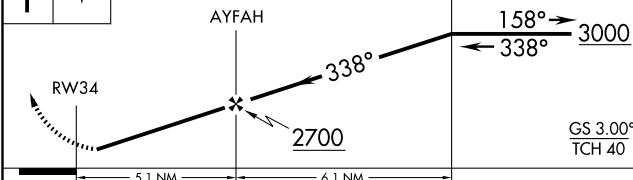
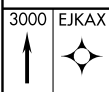


ELEV 1023



TDZE  
1023

REIL Rwy 16 and 34 **0**  
MIRL Rwy 16-34 **0**



CATEGORY	A	B	C	D
LPV DA	1273-1		250 (300-1)	
LNAV/VNAV DA	1349-1¼		326 (400-1¼)	
LNAV MDA	1500-1	477 (500-1)	1500-1¼ 477 (500-1¼)	1500-1½ 477 (500-1½)
CIRCLING	1500-1	477 (500-1)	1500-1½ 477 (500-1½)	1580-2 557 (600-2)

CENTERVILLE, IOWA  
Orig 03JUN10

40°41'N-92°54'W

CENTERVILLE MUNI (TVK)  
**RNAV (GPS) RWY 34**

NC-3, 26 AUG 2010 to 23 SEP 2010

**CENTERVILLE MUNI** (TVK) 3 SW UTC-6(-5DT) N40°41.07' W92°54.06'CHICAGO  
L-27A  
IAP

1023 B FUEL 100LL, JET A, MOGAS NOTAM FILE FOD

RWY 16-34: H4099X75 (CONC) S-42, D-65, 2D-120 MIRL

RWY 16: REIL. PAPI(P2L)-GA 3.0° TCH 40'. Trees.

RWY 34: REIL. PAPI(P2L)-GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1430-2300Z†, Arpt on call holidays. After hrs call Airport Manager on 641-856-4023, residence located on arpt grounds. 24-hr credit card fuel pump. Ultralight activity on and invof arpt. ACTIVATE MIRL Rwy 16-34 and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS 123.775 (641) 437-1213.**COMMUNICATIONS:** CTAF/UNICOM 122.8

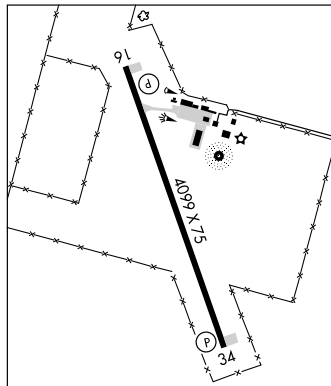
CHICAGO CENTER APP/DEP CON 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'  
W92°19.56' 226° 33.4 NM to fld. 820/6E.

HIWAS.

NDB (MHW) 290 TVK N40°41.23' W92°54.00' at fld.  
NOTAM FILE FOD. Unmonitored. NDB unusable byd 15 NM.

**CHARITON MUNI** (CNC) 3 W UTC-6(-5DT) N41°01.18' W93°21.58'OMAHA  
L-12J, 27A  
IAP

1050 B FUEL 100LL, JET A NOTAM FILE CNC

RWY 10-28: H4000X75 (CONC-WC) MIRL 0.3% up NW

RWY 10: REIL. VASI(V2L)-GA 3.0° TCH 26'. RWY 28: REIL. PAPI(P2L)-GA 3.0° TCH 33'.

RWY 17-35: H2800X75 (CONC) S-4 MIRL 0.4% up S

RWY 17: REIL. PAPI(P2L). Trees. RWY 35: REIL. PAPI(P2L). Road.

**AIRPORT REMARKS:** Attended on call. For assistance call 641-774-5083. MIRL Rwy 17-35 and Rwy 10-28 preset on low intensity, to increase intensity and ACTIVATE REIL Rwy 17, Rwy 35, Rwy 10 and Rwy 28, PAPI Rwy 17 Rwy 35 and Rwy 28—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (641) 774-5645.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 145° 28.2 NM to fld. 940/7E.  
HIWAS.

NDB (MHW) 335 CNC N41°01.01' W93°21.72' at fld. NOTAM FILE CNC.

**CHARLES CITY** N43°04.11' W92°36.49' NOTAM FILE CCY.CHICAGO  
L-12J, 27A

NDB (MHW) 375 CCY at Northeast Iowa Rgnl.

RCO 122.4 (FORT DODGE RADIO)

NDB CNC <b>335</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>2800</b> <b>1050</b> <b>1050</b>
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# NDB RWY 17

## CHARITON MUNI (CNC)

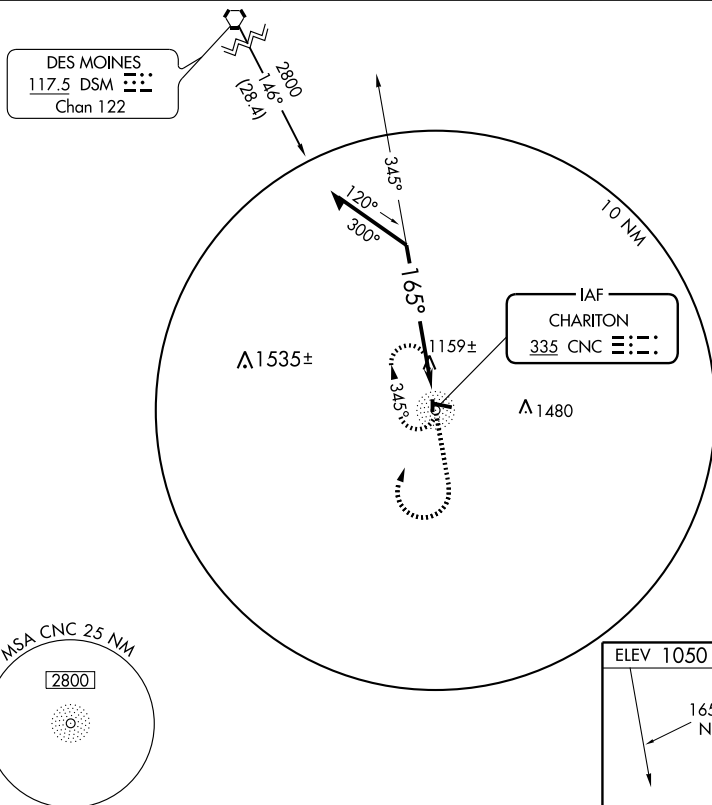


MISSED APPROACH: Climb to 2800 then right turn direct CNC NDB and hold.

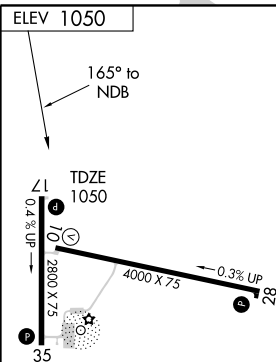
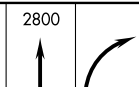
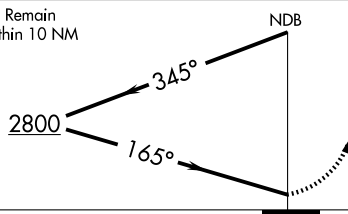
AWOS-3  
**125.525**

DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM



CATEGORY	A	B	C	D
S-17	1520-1 470 (500-1)	1520-1 470 (500-1 1/4)	1520-1 470 (500-1 1/4)	NA
CIRCLING	1520-1 470 (500-1)	1520-1 470 (500-1 1/2)	1520-1 470 (500-1 1/2)	NA

REIL Rwy 10, 17, 28 and 35 0  
MIRL Rwy 10-28 and 17-35 0

APP CRS  
**099°**

Rwy Idg  
**4000**

TDZE  
**1046**

Apt Elev  
**1050**

**RNAV (GPS) RWY 10**

CHARITON MUNI (CNC)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

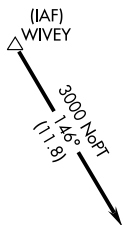
▲ VDP NA when using Lamoni altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct EBORE and hold.

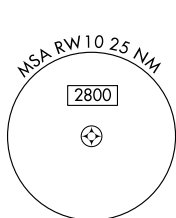
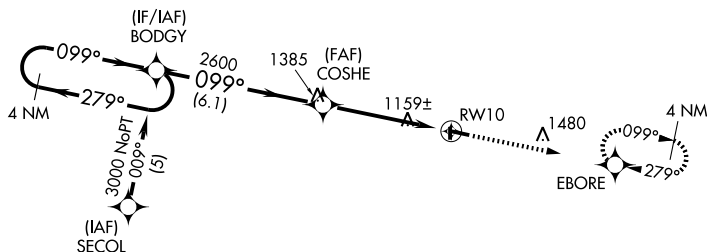
AWOS-3  
**125.525**

DES MOINES APP CON  
**135.2 360.7**

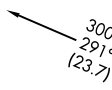
UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals  
at WIVEY  
via V13-77-161 northbound.



Procedure NA for arrivals  
at OHGEE  
via V216 northeast bound  
and V175 southeast bound.



4 NM  
Holding Pattern

BODGY

3000 ← 279°  
099° →

VGSI and descent angles  
not coincident.

COSHE

2600

3.04°  
TCH 40

3000

EBORE

1.2 NM  
to RWY 10

RWY 10

099° to  
RWY 10

1.2 NM

0.4% UP

TDZE  
1046

2800 X 75

35

4000 X 75

0.3% UP

CATEGORY	A	B	C	D
RNAV MDA	1440-1	394 (400-1)	NA	NA
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	NA

REIL Rwy 10, 17, 28 and 35  
MIRL Rwy 10-28 and 17-35



APP CRS	Rwy Idg	<b>2800</b>
<b>177°</b>	TDZE	<b>1050</b>
	Apt Elev	<b>1050</b>

# RNAV (GPS) RWY 17

CHARITON MUNI (CNC)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lamoni altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climbing left turn to 3000 direct YOUTO and hold.

AWOS-3  
**125.525**

DES MOINES APP CON  
**135.2 360.7**

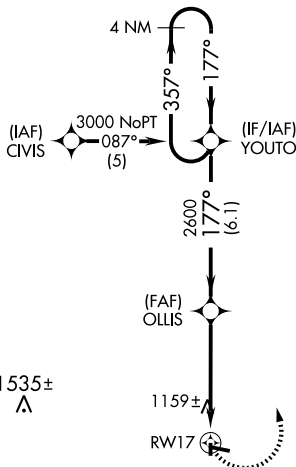
UNICOM  
**122.8 (CTAF) 0**

(IAF)  
DES MOINES  
DSM

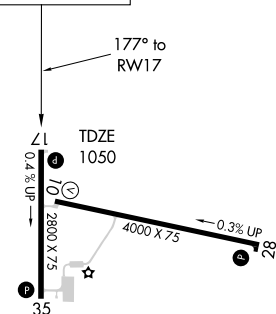
3000 NoPT  
134°  
(1.9)

Procedure NA for arrivals  
at DSM VORTAC  
via airway radials 079 CW 189.

WIVEY  $\triangle$  3000  
094°  
(11.6)



ELEV 1050



1535±  
 $\triangle$

3000 YOUTO

OLLIS

YOUTO 4 NM Holding Pattern

RWY 17

2600

357° 3000

177°

VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1460-1	410 (500-1)	NA	
CIRCLING	1460-1 410 (500-1)	1500-1 450 (500-1)	NA	

REIL Rwy 10, 17, 28 and 35 **0**  
MIRL Rwy 10-28 and 17-35 **0**

VORTAC DSM <b>117.5</b> Chan <b>122</b>	APP CRS <b>146°</b>	Rwy Idg TDZE Apt Elev	<b>2800</b> <b>1050</b> <b>1050</b>
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# VOR or GPS RWY 17

CHARITON MUNI (CNC)

MISSED APPROACH: Climb to 2800 then right turn via DSM R-146 to JAMIS/DSM 17 DME/RADAR and hold.

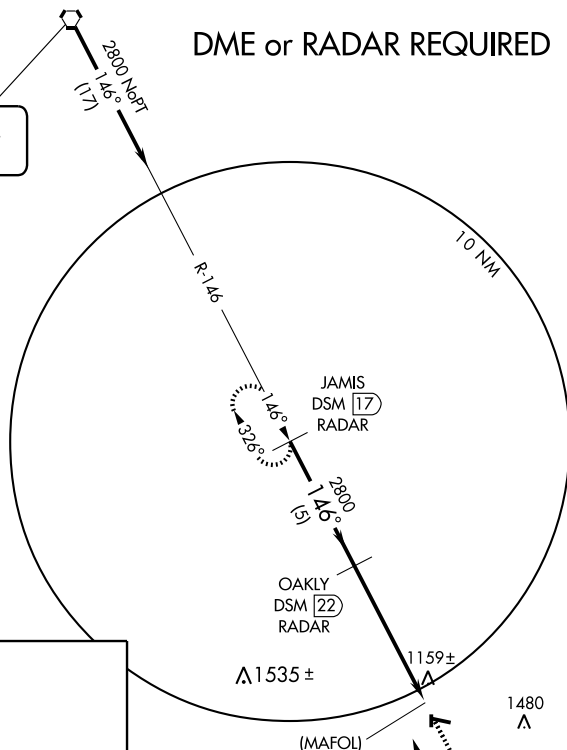
AWOS-3  
**125.525**

DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8** (CTAF) **0**

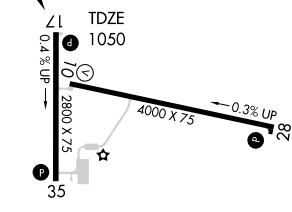
## DME or RADAR REQUIRED

IAF  
DES MOINES  
117.5 DSM  
Chan 122



ELEV 1050

146° 6 NM  
from FAF



REIL Rws 10, 17, 28 and 35

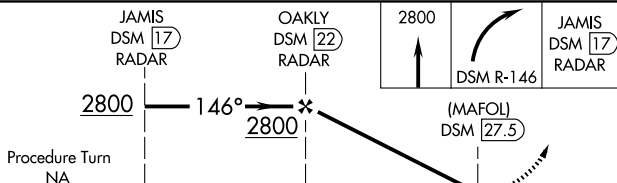
MIRL Rws 10-28 and 17-35

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

CHARITON, IOWA

Amdt 1A 09351



CATEGORY	A	B	C	D
S-17	1500-1 450 (500-1)	1500-1½ 450 (500-1½)	1500-1½ 450 (500-1½)	NA
CIRCLING	1500-1 450 (500-1)	1500-1¼ 450 (500-1¼)	1500-1½ 450 (500-1½)	NA

CHARITON MUNI (CNC)

41°01'N-93°22'W

# VOR or GPS RWY 17

**CHARLES CITY****NORTHEAST IOWA RGNL** (CCY) 3 E UTC-6(-5DT) N43°04.36' W92°36.65'**CHICAGO**

1125 B S4 FUEL 100LL, JET A NOTAM FILE CCY

L-121, 28F

RWY 12-30: H4001X75 (CONC) S-30 MIRL

IAP

RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 27'. Tree.

RWY 04-22: 2536X160 (TURF)

RWY 04: P-line.

RWY 22: Tree.

RWY 17-35: 1780X170 (TURF)

RWY 17: Road.

RWY 35: Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun 1400-2200Z†. For svc after dusk call

641-228-3075/228-6996. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and edges marked with yellow cones.

Rwy 12 VASI OTS indef. Rwy 30 VASI OTS indef. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (641) 228-7069.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHARLES CITY RCD 122.4 (FORT DODGE RADIO)

® WATERLOO APP/DEP CON 118.9 (1200-0200Z†)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 086° 31.7 NM to fld. 1210/6E.

CHARLES CITY NDB (MHW) 375 CCY N43°04.11' W92°36.49' at fld. NOTAM FILE CCY. Unmonitored  
2300-1300Z†.

CHUKK NDB (MHW/LOM) 417 IY N43°08.04' W92°43.69' 122° 6.3 NM to fld.

ILS 108.3 I-YYY Rwy 12. LOM CHUKK NDB. LOC only.

**CHEROKEE CO RGNL** (CKP) 1 S UTC-6(-5DT) N42°43.87' W95°33.37'**OMAHA**

1227 B FUEL 100LL, JET A NOTAM FILE CKP

L-121

RWY 18-36: H3801X75 (CONC) S-15 MIRL 0.4% up S

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.6° TCH 46'. Trees.

RWY 36: REIL. PAPI(P2R)—GA 3.6° TCH 49'. Pole.

RWY 01-19: 2645X100 (TURF)

RWY 01: Thld dsplcd 408'. Railroad.

RWY 19: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. For attendant after hours call

712-225-6168. For fuel after hrs call 712-225-6168 or 712-229-9365. Waterfowl on and invof arpt.

Parachute Jumping. Rwy 01-19 CLOSED Nov-Apr. Rwy 01-19 marked with yellow cones. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.225 (712) 225-1088.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 206° 30.2 NM to fld. 1330/5E.

**CHUKK** N43°08.04' W92°43.69' NOTAM FILE FOD.**CHICAGO**

NDB (MHW/LOM) 417 IY 122° 6.3 NM to NORTHEAST IOWA RGNL.

L-281, 28F

**CLARINDA** N40°43.60' W95°01.65' NOTAM FILE ICL.**OMAHA**

NDB (MHW) 353 ICL at Schenck Fld.

L-101

LOC I-IYY <b>108.3</b>	APP CRS <b>122°</b>	Rwy Idg TDZE <b>1120</b> Apt Elev <b>1125</b>	<b>4001</b>
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ADF required.  
When local altimeter setting not received, use Waterloo  
altimeter setting and increase all MDA 120 feet.

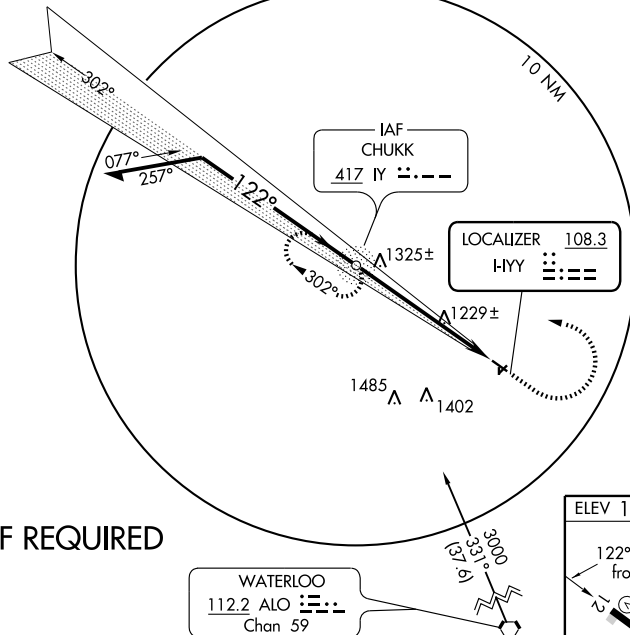
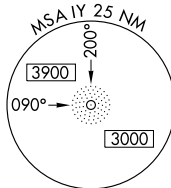
MISSED APPROACH: Climb to 1600 then climbing left turn  
to 3000 direct IY NDB and hold.

AWOS-3  
**125.525**

WATERLOO APP CON ★  
**118.9 251.15**

UNICOM  
**122.8 (CTAF) 0**

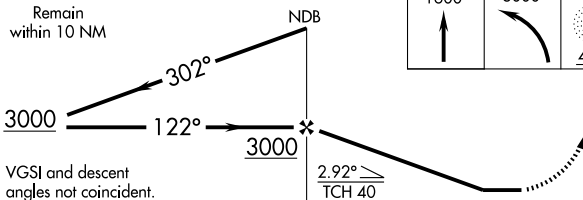
△ 2799



ADF REQUIRED

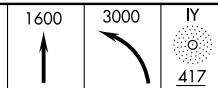
WATERLOO  
112.2 ALO  
Chan 59

Remain  
within 10 NM



VGSI and descent  
angles not coincident.

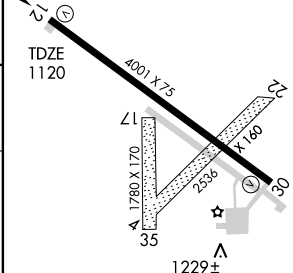
2.92°  
TCH 40



ELEV 1125

122° 5.9 NM  
from FAF

TDZE  
1120



MIRL Rwy 12-30

REIL Rwys 12 and 30

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



When local altimeter setting not received, use Waterloo  
altimeter setting and increase all MDA 120 feet.

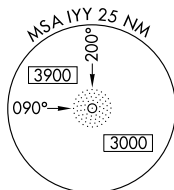
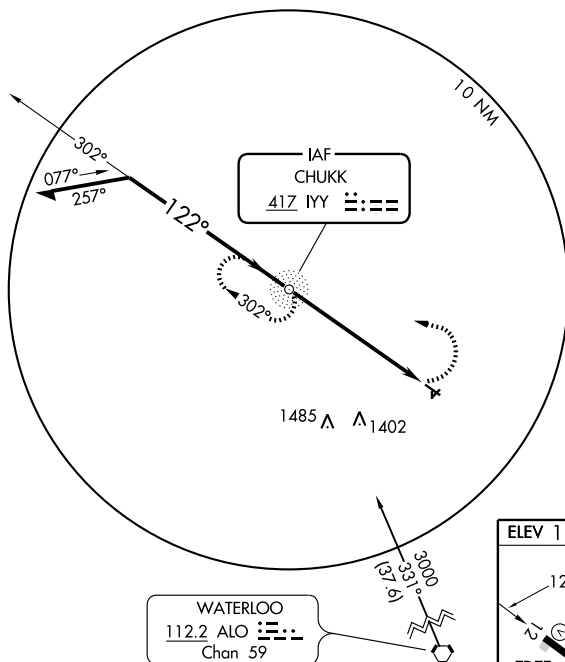
MISSED APPROACH: Climbing left turn to 3000 direct  
IYY NDB and hold.

AWOS-3  
**125.525**

WATERLOO APP CON ★  
**118.9 251.15**

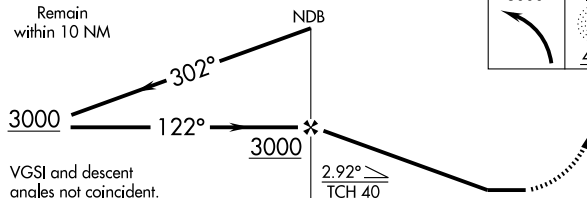
UNICOM  
**122.8 (CTAF) 0**

△ 2799



WATERLOO  
112.2 ALO Chan 59

Remain  
within 10 NM



VGSI and descent  
angles not coincident.

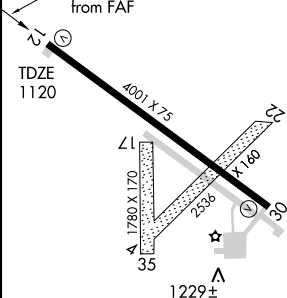
2.92°  
TCH 40

5.9 NM

CATEGORY	A	B	C	D
S-12	1640-1	520 (600-1)	NA	
CIRCLING	1640-1	515 (600-1)	NA	

ELEV 1125

122° 5.9 NM  
from FAF



MIRL Rwy 12-30 0

REIL Rwy 12 and 30 0

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

APP CRS	Rwy Idg	<b>4001</b>
<b>122°</b>	TDZE	<b>1120</b>
	Apt Elev	<b>1125</b>

▼ DME/DME RNP-0.3 NA.  
 ▲ When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.  
 VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct IJIBU and hold, continue climb-in-hold to 4000.

AWOS-3  
**125.525**

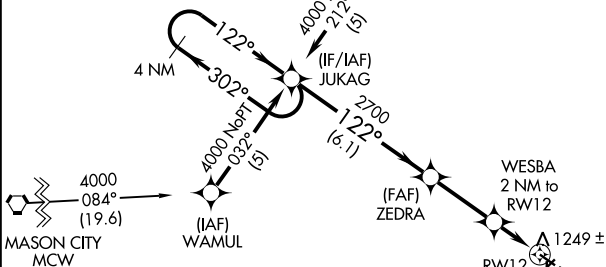
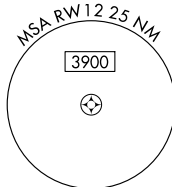
WATERLOO APP CON ★  
**118.9 251.15**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals on RST VOR/DME  
 airway radials 157 CW 213.

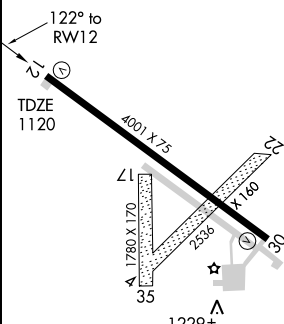
ROCHESTER  
 RST

1606 ±

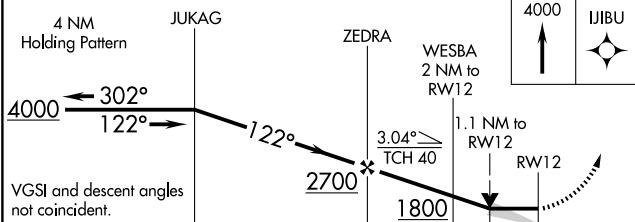


Procedure NA for arrivals on MCW VORTAC  
 airway radials 075 CW 122.

ELEV 1125



MIRL Rwy 12-30 0  
 REIL Rwy 12 and 30 0



CATEGORY	A	B	C	D
LNNAV MDA	1500-1	380 (400-1)	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

APP CRS **302°**  
 Rwy Idg **4001**  
 TDZE **1120**  
 Apt Elev **1125**

# RNAV (GPS) RWY 30

CHARLES CITY/ NORTHEAST IOWA RGNL (CCY)

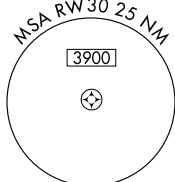
**▼** DME/DME RNP-0.3 NA  
**▲** When local altimeter setting not received, use Waterloo altimeter setting and increase all MDA 120 feet.  
 VDP NA when using Waterloo altimeter setting.

MISSED APPROACH: Climb to 4000 direct JUKAG and hold, continue climb-in-hold to 4000.

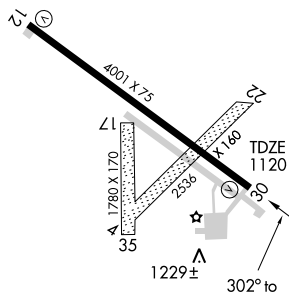
AWOS-3  
**125.525**

WATERLOO APP CON ★  
**118.9 251.15**

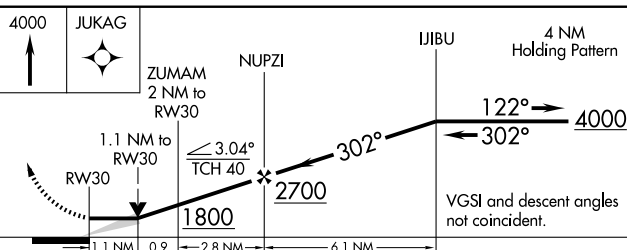
UNICOM  
**122.8 (CTAF) 0**



ELEV 1125



MIRL Rwy 12-30 0  
 REIL Rwy 12 and 30 0



CATEGORY	A	B	C	D
LNAV MDA	1500-1	380 (400-1)	NA	
CIRCLING	1560-1 435 (500-1)	1580-1 455 (500-1)	NA	

**CHARLES CITY****NORTHEAST IOWA RGNL** (CCY) 3 E UTC-6(-5DT) N43°04.36' W92°36.65'**CHICAGO**

1125 B S4 FUEL 100LL, JET A NOTAM FILE CCY

L-121, 28F

RWY 12-30: H4001X75 (CONC) S-30 MIRL

IAP

RWY 12: REIL. VASI(V2L)—GA 3.0° TCH 26'. Tree.

RWY 30: REIL. VASI(V2L)—GA 3.0° TCH 27'. Tree.

RWY 04-22: 2536X160 (TURF)

RWY 04: P-line.

RWY 22: Tree.

RWY 17-35: 1780X170 (TURF)

RWY 17: Road.

RWY 35: Road.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z†, Sun 1400-2200Z†. For svc after dusk call

641-228-3075/228-6996. Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and edges marked with yellow cones.

Rwy 12 VASI OTS indef. Rwy 30 VASI OTS indef. Rwy 12 REIL OTS indef. ACTIVATE MIRL Rwy 12-30 and REIL Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (641) 228-7069.**COMMUNICATIONS:** CTAF/UNICOM 122.8

CHARLES CITY RCO 122.4 (FORT DODGE RADIO)

® WATERLOO APP/DEP CON 118.9 (1200-0200Z†)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 086° 31.7 NM to fld. 1210/6E.

CHARLES CITY NDB (MHW) 375 CCY N43°04.11' W92°36.49' at fld. NOTAM FILE CCY. Unmonitored

2300-1300Z†.

CHUKK NDB (MHW/LOM) 417 IY N43°08.04' W92°43.69' 122° 6.3 NM to fld.

ILS 108.3 I-YYY Rwy 12. LOM CHUKK NDB. LOC only.

**CHEROKEE CO RGNL** (CKP) 1 S UTC-6(-5DT) N42°43.87' W95°33.37'**OMAHA**

1227 B FUEL 100LL, JET A NOTAM FILE CKP

L-121

RWY 18-36: H3801X75 (CONC) S-15 MIRL 0.4% up S

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.6° TCH 46'. Trees.

RWY 36: REIL. PAPI(P2R)—GA 3.6° TCH 49'. Pole.

RWY 01-19: 2645X100 (TURF)

RWY 01: Thld dsplcd 408'. Railroad.

RWY 19: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat 1400-1800Z†. For attendant after hours call

712-225-6168. For fuel after hrs call 712-225-6168 or 712-229-9365. Waterfowl on and invof arpt.

Parachute Jumping. Rwy 01-19 CLOSED Nov-Apr. Rwy 01-19 marked with yellow cones. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.225 (712) 225-1088.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 206° 30.2 NM to fld. 1330/5E.

**CHUKK** N43°08.04' W92°43.69' NOTAM FILE FOD.**CHICAGO**

NDB (MHW/LOM) 417 IY 122° 6.3 NM to NORTHEAST IOWA RGNL.

L-281, 28F

**CLARINDA** N40°43.60' W95°01.65' NOTAM FILE ICL.**OMAHA**

NDB (MHW) 353 ICL at Schenck Fld.

L-101



APP CRS **358°**  
Rwy Idg **3801**  
TDZE **1227**  
Apt Elev **1227**

# RNAV (GPS) Y RWY 36

CHEROKEE COUNTY RGNL (CKP)

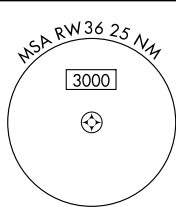
**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** Circling to Rwy 1-19 NA. Circling NA at night.  
When local altimeter setting not received, use Storm Lake altimeter setting and increase all MDA 80 feet.  
VDP NA when using Storm Lake altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct YACYU and hold.

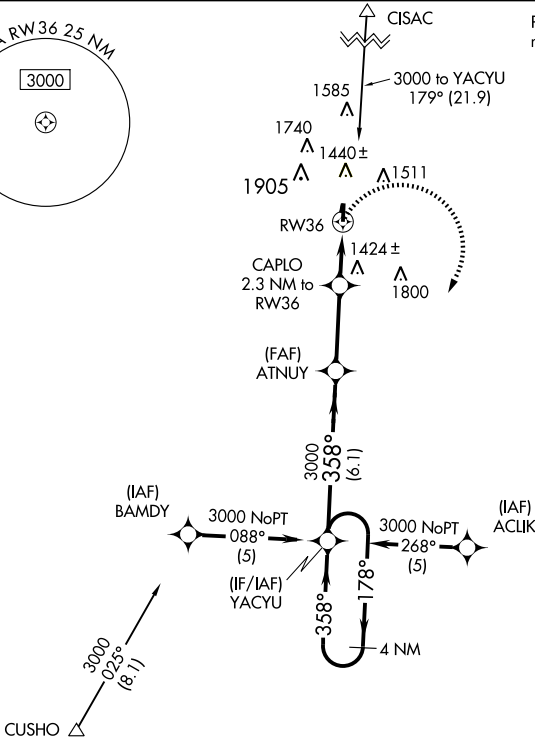
AWOS-3  
**119.225**

MINNEAPOLIS CENTER  
**124.1 269.0**

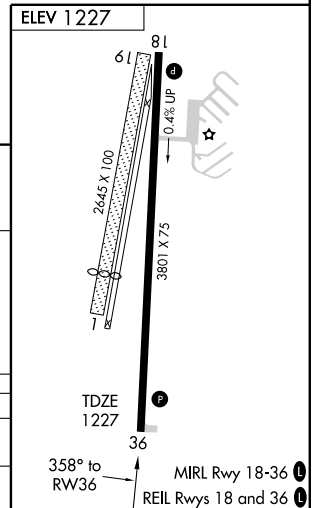
UNICOM  
**122.8 (CTAF) 0**



Procedure NA for arrivals at CISAC via V219 northeast bound.



4 NM Holding Pattern		YACYU		ATNUY		3000 YACYU	
3000 ← 178°		358° →		3000		3.05° TCH 40	
VGSI and descent angles not coincident		6.1 NM		3.1 NM		1.2 NM	
CATEGORY		A		B		C	
LNAV MDA		1680-1		453 (500-1)		NA	
CIRCLING		1800-1		573 (600-1)		NA	



WAAS CH <b>56512</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>3801</b> <b>1227</b> <b>1227</b>
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# RNAV (GPS) Z RWY 36

CHEROKEE COUNTY RGNL (CKP)

**⚠** Baro-VNAV NA when using Storm Lake altimeter setting.  
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Storm Lake altimeter setting and increase all DA 74 feet and all visibility ¼ mile.

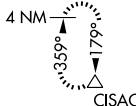
MISSED APPROACH: Climb to 3200 direct DULMY and on track 003° to CISAC and hold.

AWOS-3  
**119.225**

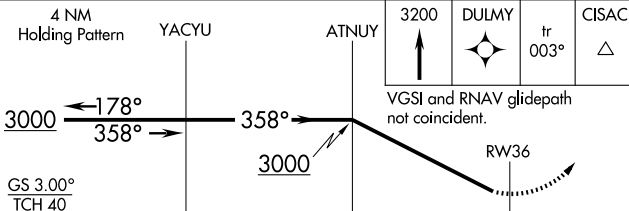
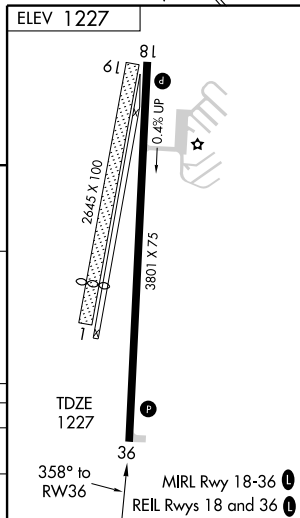
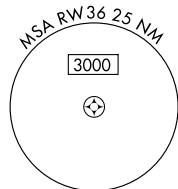
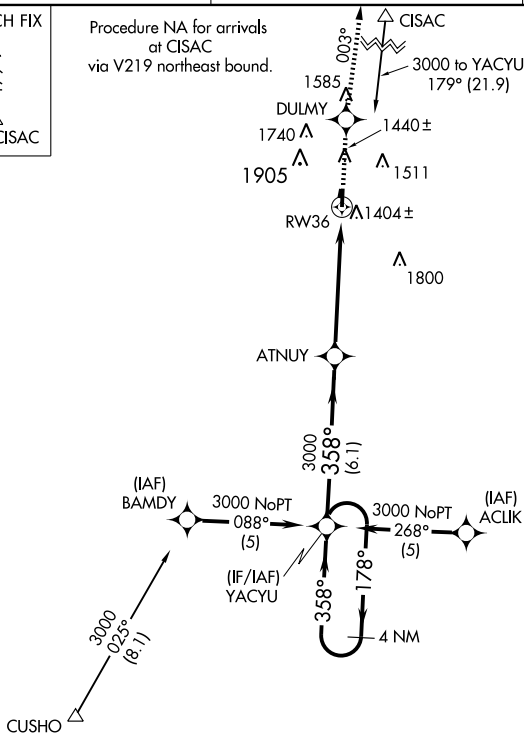
MINNEAPOLIS CENTER  
**124.1 269.0**

UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX



Procedure NA for arrivals at CISAC via V219 northeast bound.



CATEGORY	A	B	C	D
LPV DA	1550-1¼	323 (400-1¼)	NA	
LNAV/VNAV DA	1853-2¼	626 (700-2¼)	NA	

## CLARINDA

**SCHENCK FLD** (ICL) 1 SE UTC-6(-5DT) N40°43.33' W95°01.60'

996 B S2 FUEL 100LL, JET A NOTAM FILE ICL

RWY 02-20: H5000X75 (CONC) S-12 MIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Road.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Building.

RWY 13-31: 2730X280 (TURF)

RWY 13: Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Rwy 13-31 marked with yellow cones. ACTIVATE MIRL Rwy 02-20; REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.025 (712) 542-3345.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.6

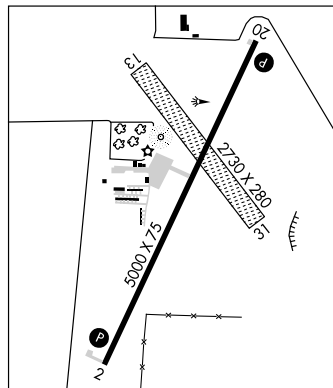
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 121° 41.9 NM to fld. 1300/8E. HIWAS.

CLARINDA NDB (MHW) 353 ICL N40°43.42' W95°01.68'  
at fld. NOTAM FILE ICL.

OMAHA  
H-5C, L-10J  
IAP



**CLARION MUNI** (CAV) 1 NW UTC-6(-5DT) N42°44.52' W93°45.53'

1162 B FUEL 100LL, JET A NOTAM FILE CAV

RWY 14-32: H3515X60 (CONC) S-17 MIRL

RWY 14: REIL. VASI(V4L). Road. RWY 32: REIL. VASI(V4L).  
Tree.

**AIRPORT REMARKS:** Unattended. Rwy 14-32 MIRL preset to low ints, ACTIVATE VASI and REIL Rwy 14 and Rwy 32 and MIRL Rwy 14-32 higher ints—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.575 (515) 532-3515.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

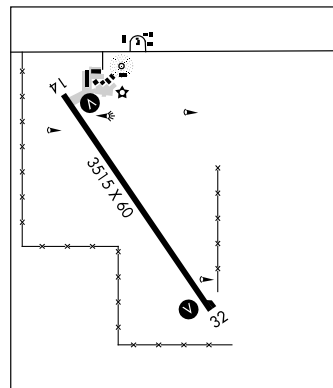
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 065° 25.0 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 387 CAV N42°44.75' W93°45.53' at fld.  
NOTAM FILE CAV. Unmonitored.

OMAHA  
L-12J  
IAP



NDB ICL <b>353</b>	APP CRS <b>345°</b>	Rwy Idg TDZE Apt Elev	<b>NA</b> <b>NA</b> <b>994</b>
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# NDB-A

CLARINDA/SCHENCK FIELD (ICL)

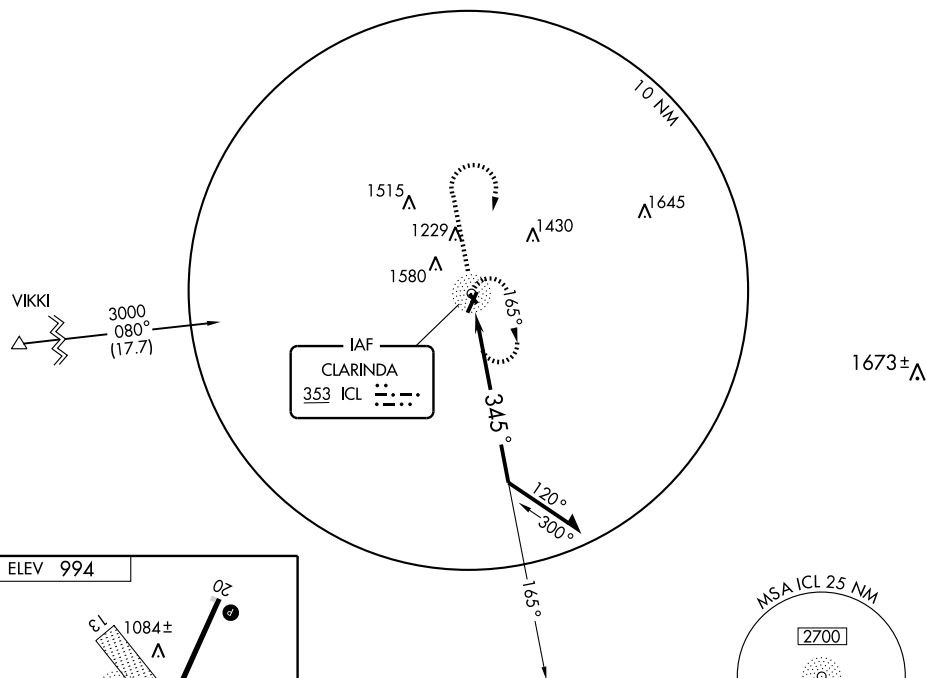


MISSED APPROACH: Climb to 2800,  
then turn right direct ICL NDB and hold.

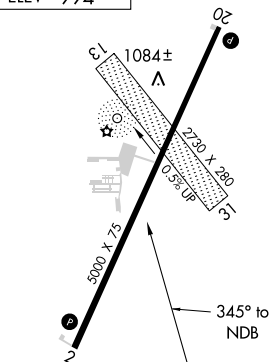
AWOS-3  
**132.025**

MINNEAPOLIS CENTER  
**119.6 290.4**

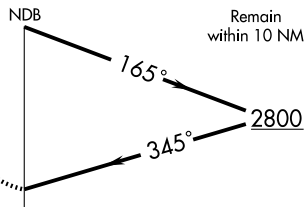
UNICOM  
**122.8 (CTAF) 0**



ELEV 994



REIL Rwy 2 and 20 0  
MIRL Rwy 2-20 0



CATEGORY	A	B	C	D
CIRCLING	1720-1	726 (800-1)	NA	

CLARINDA, IOWA

Amdt 5A 09127

40°43'N-95°02'W

CLARINDA/SCHENCK FIELD (ICL)

# NDB-A

WAAS CH <b>99416</b> <b>W02A</b>	APP CRS <b>020°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>991</b> <b>996</b>
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# RNAV (GPS) RWY 2

CLARINDA/SCHENCK FIELD (ICL)

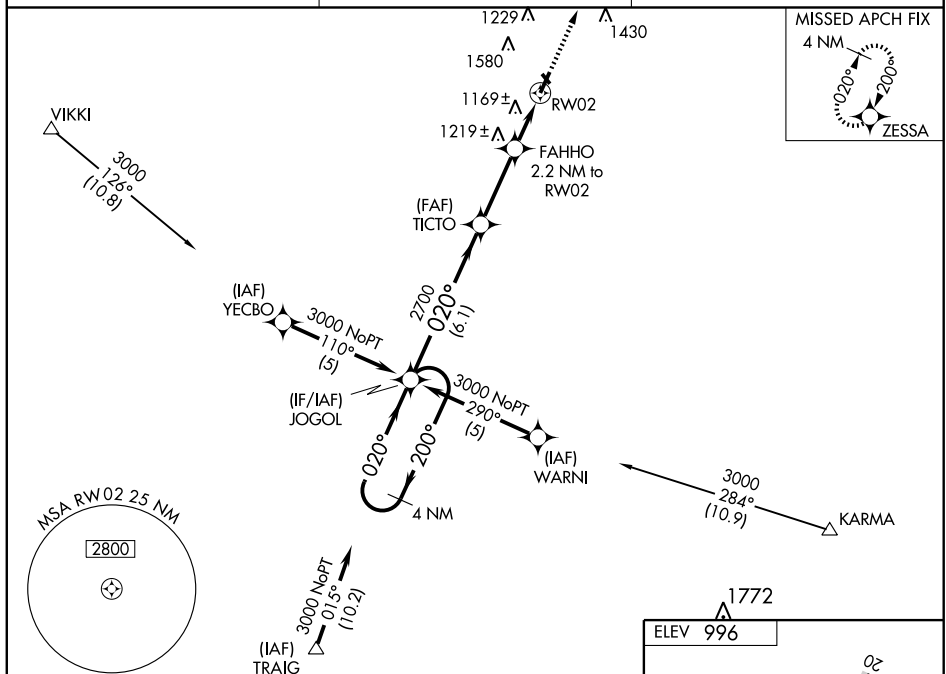
⚠ Circling NA west of Rwy 02-20. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all DA 45 feet and MDA 60 feet, increase LPV visibility ¼ mile all Cats. Baro-VNAV and VDP NA when using Shenandoah altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct ZESSA and hold.

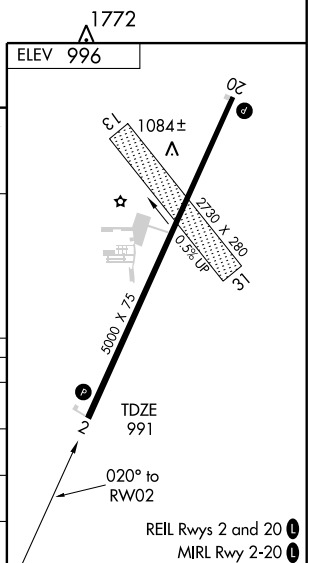
AWOS-3  
**132.025**

MINNEAPOLIS CENTER  
**119.6 290.4**

UNICOM  
**122.8 (CTAF)**

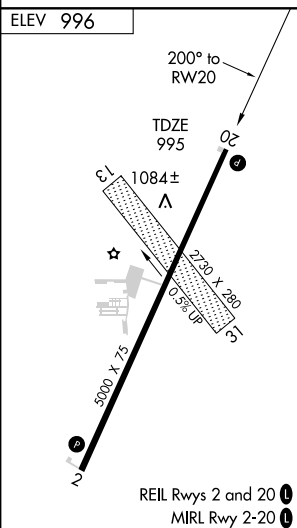


4 NM Holding Pattern				
JOGOL				
3000 ← 200° GS 3.00° TCH 40 VGSI and RNAV glide-path not coincident.				
2700 → 020° 2700 *1720 TICTO FAHHO 2.2 NM to RW02 *1.5 NM to RW02 RW02				
6.1 NM    3 NM    0.7    1.5				
CATEGORY	A	B	C	D
LPV DA	1293-1	302 (300-1)		NA
LNAV/VNAV DA	1604-2 1/4	613 (700-2 1/4)		NA
LNAV MDA	1480-1	489 (500-1)		NA
CIRCLING	1500-1	504 (600-1)		NA



# RNAV (GPS) RWY 20

**MISSED APPROACH:** Climb to 3000 direct JOGOL and hold.

UNICOM  
122.8 (CTAF) **L**

**MISSED APCH FIX**  
JOGOL

3000  
↑  
JOGOL

UKATE  
3.05°  
TCH 40

ZESSA

4 NM  
Holding Pattern

CEXUP  
2.2 NM to RW20

1.3 NM to RW20

1740

2800

020° →  
← 200° 3000

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	1440-1	445 (500-1)	NA	
CIRCLING	1500-1	504 (600-1)	NA	

CLARINDA/SCHENCK FIELD (ICL)  
RNAV (GPS) RWY 20

NC-3. 26 AUG 2010 to 23 SEP 2010

## CLARINDA

**SCHENCK FLD** (ICL) 1 SE UTC-6(-5DT) N40°43.33' W95°01.60'

996 B S2 FUEL 100LL, JET A NOTAM FILE ICL

RWY 02-20: H5000X75 (CONC) S-12 MIRL

RWY 02: REIL. PAPI(P4L)—GA 3.0° TCH 21'. Road.

RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 20'. Building.

RWY 13-31: 2730X280 (TURF)

RWY 13: Trees. RWY 31: Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Rwy 13-31 marked with yellow cones. ACTIVATE MIRL Rwy 02-20; REIL Rwy 02 and Rwy 20; PAPI Rwy 02 and Rwy 20—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.025 (712) 542-3345.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 119.6

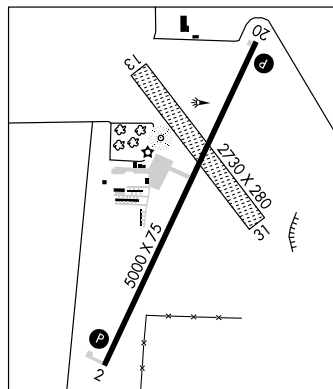
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 121° 41.9 NM to fld. 1300/8E. HIWAS.

CLARINDA NDB (MHW) 353 ICL N40°43.42' W95°01.68'  
at fld. NOTAM FILE ICL.

OMAHA  
H-5C, L-10J  
IAP



**CLARION MUNI** (CAV) 1 NW UTC-6(-5DT) N42°44.52' W93°45.53'

1162 B FUEL 100LL, JET A NOTAM FILE CAV

RWY 14-32: H3515X60 (CONC) S-17 MIRL

RWY 14: REIL. VASI(V4L). Road. RWY 32: REIL. VASI(V4L).  
Tree.

**AIRPORT REMARKS:** Unattended. Rwy 14-32 MIRL preset to low ints, ACTIVATE VASI and REIL Rwy 14 and Rwy 32 and MIRL Rwy 14-32 higher ints—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 126.575 (515) 532-3515.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

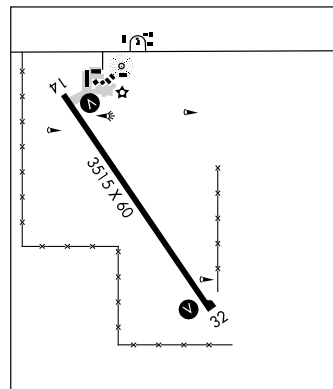
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 065° 25.0 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 387 CAV N42°44.75' W93°45.53' at fld.  
NOTAM FILE CAV. Unmonitored.

OMAHA  
L-12J  
IAP



NDB CAV <b>387</b>	APP CRS <b>125°</b>	Rwy Idg TDZE <b>1156</b> Apt Elev <b>1162</b>
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# NDB RWY 14

CLARION MUNI (CAV)

**▼** When local altimeter setting not received, use Fort Dodge  
**▲** altimeter setting and increase all MDA 60 feet.

**MISSED APPROACH:** Climb to 2800 then left turn direct CAV  
NDB and hold.

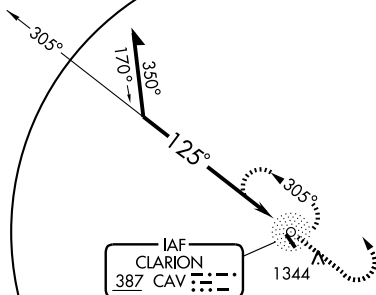
AWOS-3  
**126.575**

MINNEAPOLIS CENTER  
**134.0 288.3**

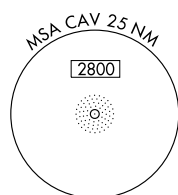
UNICOM  
**122.8 (CTAF)**

Procedure NA for arrival on MCW VORTAC  
airway radials 182 CW 230.

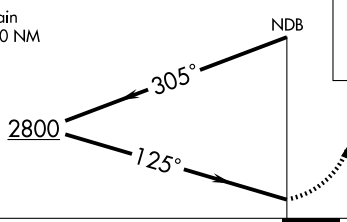
2800 216° (28.2)  
**MASON CITY**  
 114.9 MCW  
 Chan 96



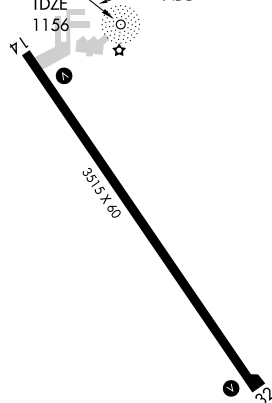
1759  
▲



Remain  
within 10 NM



ELEV 1162  
TDZE 1156  
125° to NDB



CATEGORY	A	B	C	D
S-14	1740-1	584 (600-1)	NA	
CIRCLING	1740-1	578 (600-1)	NA	

REIL Rwy 14 and 32  
MRL Rwy 14-32



APP CRS  
**143°**

Rwy Idg **3515**  
TDZE **1156**  
Apt Elev **1162**

# RNAV (GPS) RWY 14

CLARION MUNI (CAV)

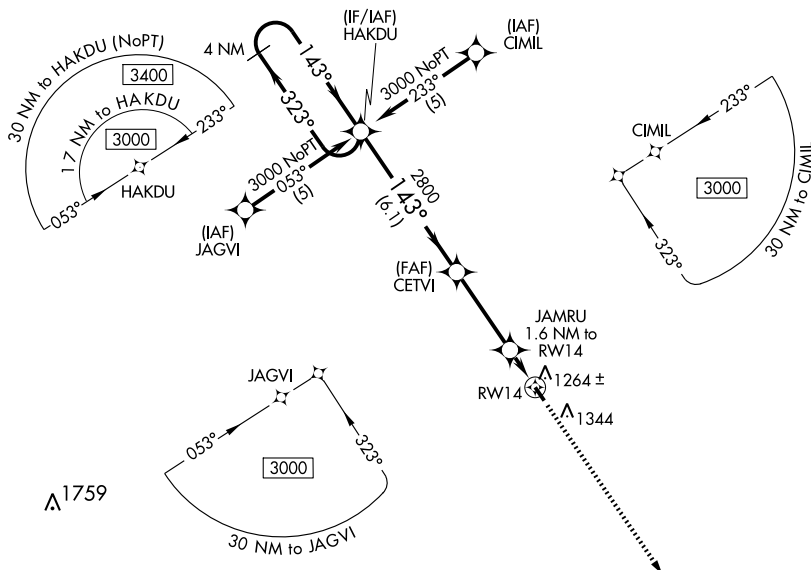
**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet. VDP NA when using Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEGNU and hold.

AWOS-3  
**126.575**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF)**



ELEV 1162

143° to RW14

TDZE 1156

3515 x 60

REIL Rwy 14 and 32

MIRL Rwy 14-32

4 NM  
Holding Pattern

HAKDU

3000

323°

143°

VGSI and descent angles not coincident.

CATEGORY

LNAB MDA

CIRCLING

2800

143°

3.04°

1700

6.1 NM

3.4 NM

0.6 NM

1 NM

JAMRU

1.6 NM to RW14

TCH 40

1 NM to RW14

RW14

3000

FEGNU

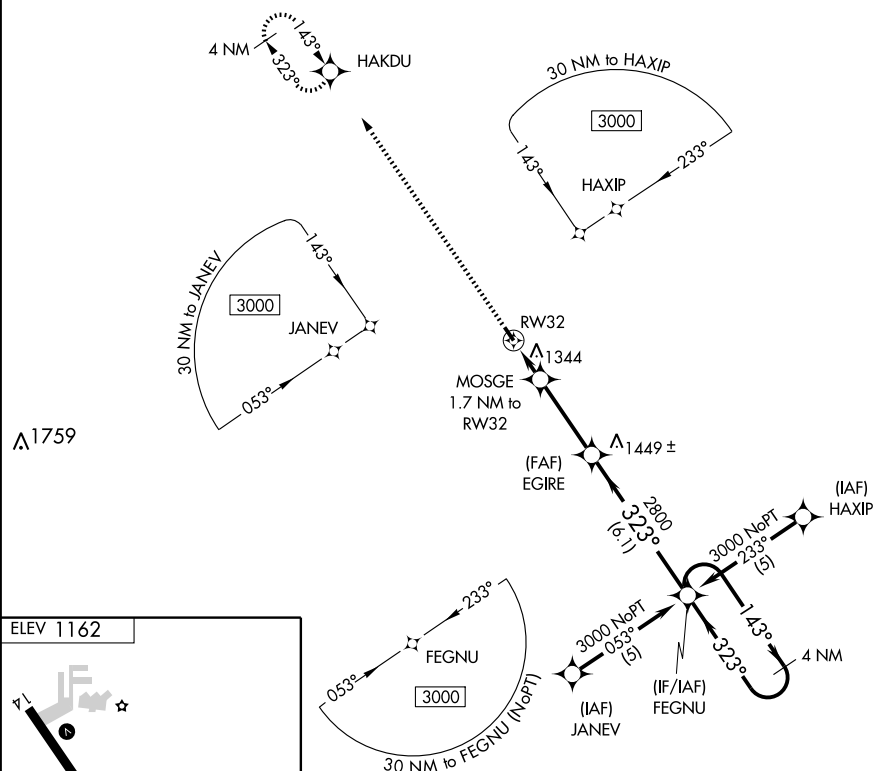
3000

FEGNU

APP CRS  
**323°**Rwy Idg **3515**  
TDZE **1156**  
Apt Elev **1162****RNAV (GPS) RWY 32**  
CLARION MUNI (CAV)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Dodge altimeter setting and increase all MDA 60 feet.

**MISSED APPROACH:** Climb to 3000 direct HAKDU and hold.

AWOS-3  
**126.575**MINNEAPOLIS CENTER  
**134.0 288.3**UNICOM  
**122.8 (CTAF) 0**

ELEV 1162



3515 x 60

TDZE  
1156323° to  
RW32REIL Rwy 14 and 32 **0**  
MIRL Rwy 14-32 **0**

CLARION, IOWA

Orig 11FEB10

42°45'N-93°46'W

**RNAV (GPS) RWY 32**

CLARION MUNI (CAV)

## AIRPORT DIAGRAM

AL-972 (FAA)

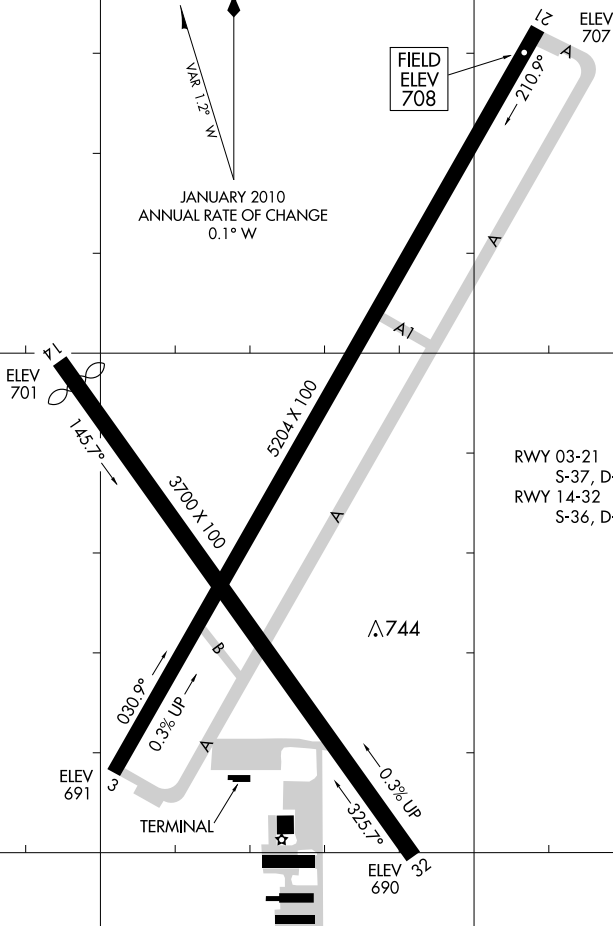
CLINTON MUNI (CWI)  
CLINTON, IOWA

AWOS-3  
125.525  
CLNC DEL  
118.5  
CTAF/UNICOM  
122.8

D

VAR 1.2° N  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
708



RWY 03-21  
S-37, D-48  
RWY 14-32  
S-36, D-44

A.744

90°20'W

90°19.5'W

## AIRPORT DIAGRAM

CLINTON, IOWA  
CLINTON MUNI (CWI)

**CLINTON MUNI** (CWI) 6 SW UTC-6(-5DT) N41°49.87' W90°19.75'

708 B FUEL 100LL, JET A NOTAM FILE CWI

RWY 03-21: H5204X100 (ASPH) S-37, D-48 HIRL 0.3% up NE

RWY 03: MALSR. Road.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 14-32: H3700X100 (ASPH) S-36, D-44 MIRL  
0.3% up NW

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 33'. Thld dspcd 170'.  
Road.

RWY 32: VASI(V4L)—GA 3.3° TCH 26'. Fence.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 14: TORA-3700 TODA-3700 ASDA-3700 LDA-3530

RWY 21: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 32: TORA-3700 TODA-3700 ASDA-3700 LDA-3700

**AIRPORT REMARKS:** Attended May-Sep Mon-Fri 1400-0100Z†, Sat-Sun 1400-2300Z†, Oct-Apr Mon-Fri 1400-2300Z†, Sat-Sun 1400-2200Z†. CAUTION: ultralight activity on and in/ov arpt. Rwy 03 is calm wind rwy. Rwy 21 REIL OTS indef. ACTIVATE HIRL Rws 03-21, MIRL 14-32, MALSR Rwy 03, VASI Rws 14, 21 and 32 and REIL Rws 14 and 21—118.5.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (563)243-8934.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z†)

QUAD CITY CLNC DEL 118.5

Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)

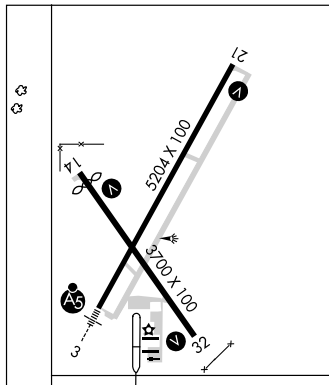
**AIRSPACE:** CLASS E svc Mon-Fri 1300-0200Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

DAVENPORT (L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 039° 10.1 NM to fld. 767/4E.  
HIWAS.

HILLZ NDB (LOM) 517 FN N41°45.10' W90°23.43' 030° 5.5 NM to fld.

ILS/DME 109.7 I-FNO Chan 34 Rwy 03. Class IE. LOM HILLZ NDB. Unmonitored.



**CORNING MUNI** (CRZ) 1 W UTC-6(-5DT) N40°59.65' W94°45.30'

1274 B FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 18-36: H2684X50 (CONC) LIRL (NSTD) 1.0% up N

RWY 18: REIL. Tree. Rgt tfc.

**AIRPORT REMARKS:** Unattended. For svc call 641-322-4444/3385.

Sharp drop both ends Rwy 18 and Rwy 36. Rwy 18-36 NSTD LIRL, edge lgts 58' fm centerline. ACTIVATE NSTD LIRL Rwy 18-36 and REIL Rwy 18—122.8.

**COMMUNICATIONS:** CTAF 122.9

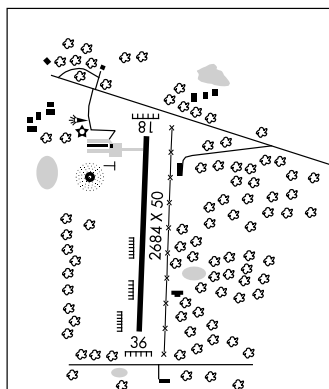
MINNEAPOLIS CENTER APP/DEP CON—119.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81' W93°58.06' 297° 43.1 NM to fld. 1140/7E.

HIWAS.

NDB (MHW) 278 CRZ N40°59.78' W94°45.42' at fld.  
Unmonitored.



**CORYDON** (ØE9) 4 E UTC-6(-5DT) N40°45.27' W93°14.48'

1020 FUEL MOGAS NOTAM FILE FOD

RWY 09-27: 3270X80 (TURF)

RWY 09: Thld dspcd 1080'. Tree. RWY 27: Road.

**AIRPORT REMARKS:** Attended SR-SS. Rwy 09-27 ends and dspcd thld marked with yellow cones, two outboard cones each side of rwy mark dspcd thld. Rwy 09 has tall grass and weeds hiding dspcd thld marker cones.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

WATERWAY 11-29: 3000X100 (WATER)

CHICAGO

H-5D, L-28G

IAP, AD

OMAHA

L-10J, 12I

IAP

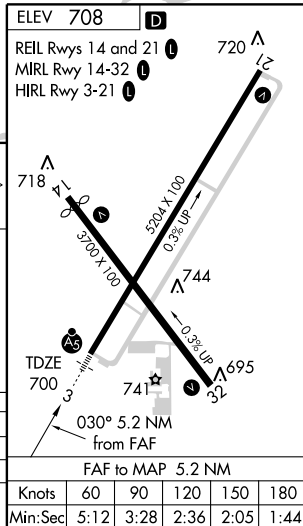
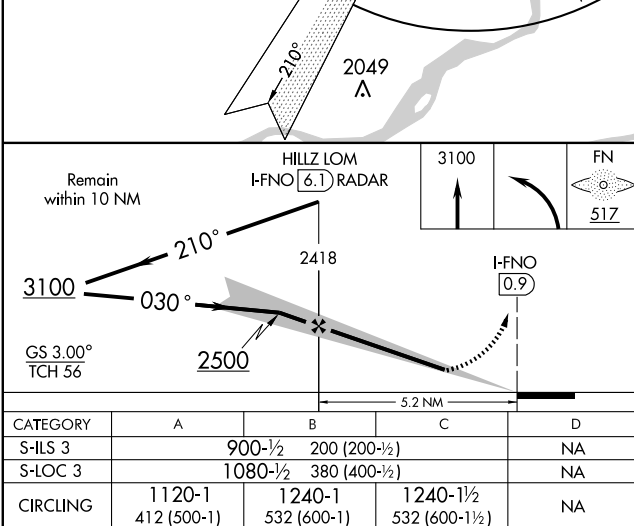
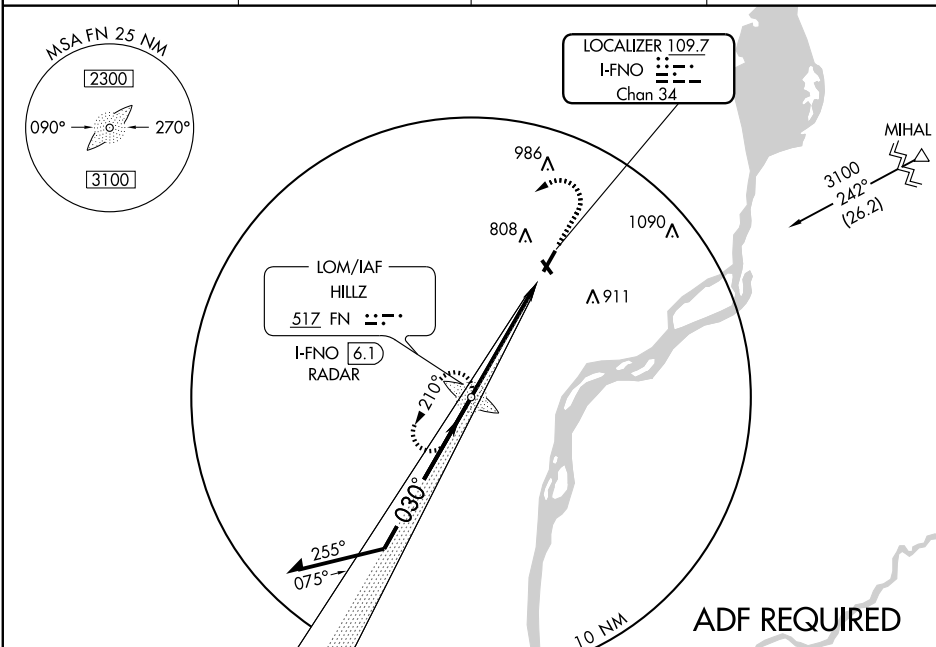
OMAHA

LOC/DME I-FNO <b>109.7</b> Chan <b>34</b>	APP CRS <b>030°</b>	Rwy Idg TDZE Apt Elev	<b>5204</b> <b>700</b> <b>708</b>
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# ILS or LOC RWY 3

CLINTON MUNI (CWI)

		MISSED APPROACH: Climb to 3100 then left turn direct HILLZ LOM and hold.	
AWOS-3 <b>125.525</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	CLNC DEL <b>118.5 0</b>	UNICOM <b>122.8</b> (CTAF)





APP CRS <b>144°</b>	Rwy Idg <b>3530</b>
	TDZE <b>701</b>
	Apt Elev <b>708</b>

# RNAV (GPS) RWY 14

CLINTON MUNI (CWI)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

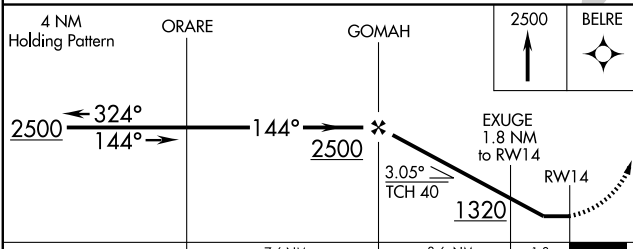
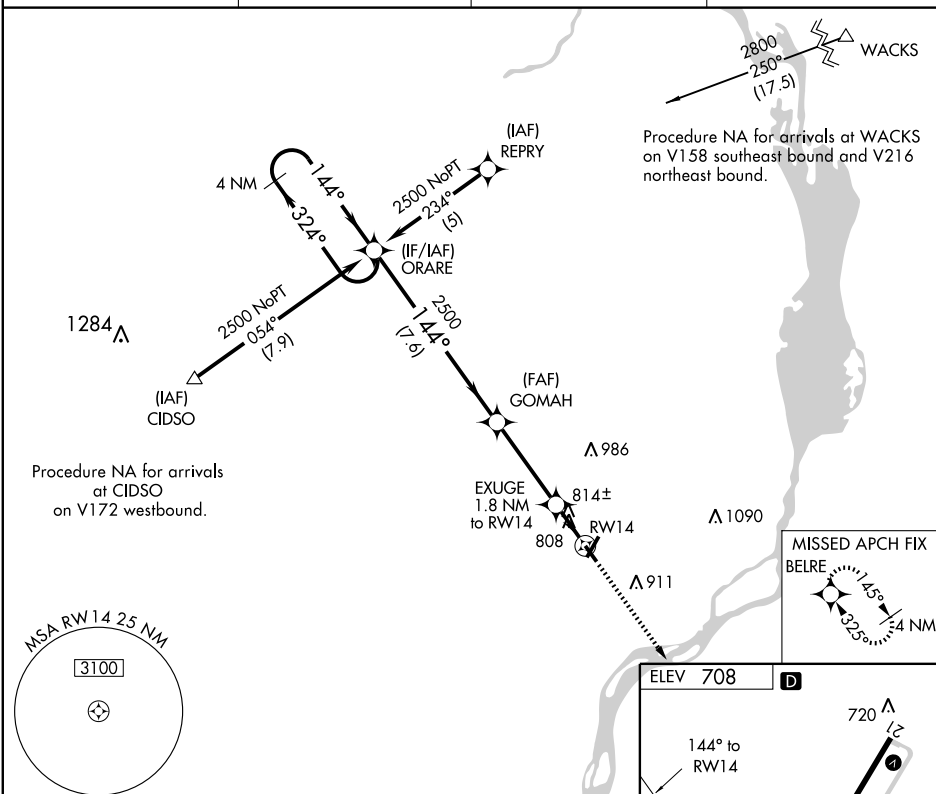
MISSED APPROACH: Climb to 2500 direct BELRE and hold.

AWOS-3  
**125.525**

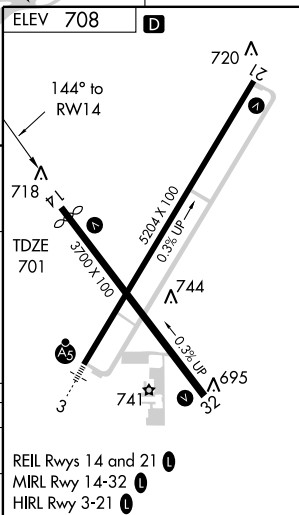
QUAD CITY APP CON ★  
**125.95 257.8**

CLNC DEL  
**118.5**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1080-1	379 (400-1)		NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



APP CRS <b>210°</b>	Rwy Idg <b>5204</b>
	TDZE <b>708</b>
	Apt Elev <b>708</b>

# RNAV (GPS) RWY 21

CLINTON MUNI (CWI)

**▼** DME/DME RNP-0.3 NA  
**▲** Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Davenport  
 altimeter setting and increase all MDA 60 feet.

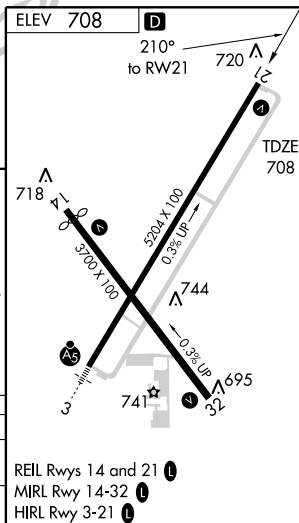
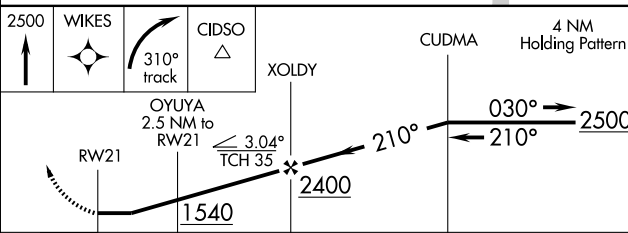
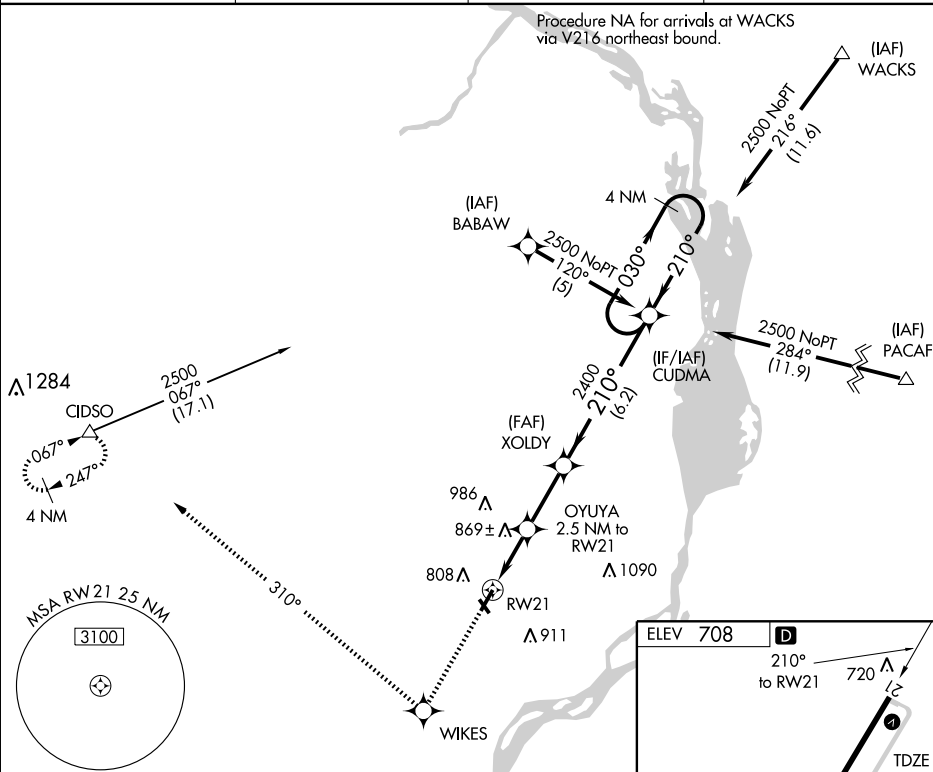
MISSED APPROACH: Climb to 2500 direct WIKES  
 and right turn via 310° track to CDSO and hold.

AWOS-3  
**125.525**

QUAD CITY APP CON ★  
**125.95 257.8**

CLNC DEL  
**118.5 0**

UNICOM  
**122.8** (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1220-1	512 (600-1)	1220-1½ 512 (600-1½)	NA
CIRCLING	1220-1 512 (600-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA



APP CRS <b>325°</b>	Rwy ldg <b>3700</b>
	TDZE <b>697</b>
	Apt Elev <b>708</b>

# RNAV (GPS) RWY 32

## CLINTON MUNI (CWI)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet, increase LNAV Cat C visibility ¼ mile.

**MISSED APPROACH:** Climb to 2500 direct ORARE and hold.

AWOS-3  
**125.525**

QUAD CITY APP CON ★  
**125.95 257.8**

CLNC DEL  
**118.5**

UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX



Δ 986

Δ 1090

808

RW32

Δ 911

(FAF)  
ADIKE

Procedure NA for arrivals  
at ENAME  
on V6 eastbound.

(IAF)  
ENAME

MSA RW32 25 NM

3100

Δ 1691

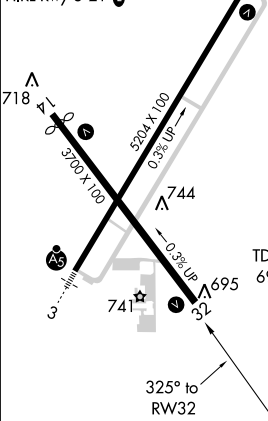
(IF/IAF)  
BELRE

2500 NoPT  
235°  
(9.6)

ELEV 708

**D**

REIL Rwy 14 and 21  
MIRL Rwy 14-32  
HIRL Rwy 3-21



2500

ORARE

4 NM  
Holding Pattern

ADIKE

BELRE

RW32

2500

145°  
2500

≤ 3.05°  
TCH 40

5.5 NM

8.4 NM

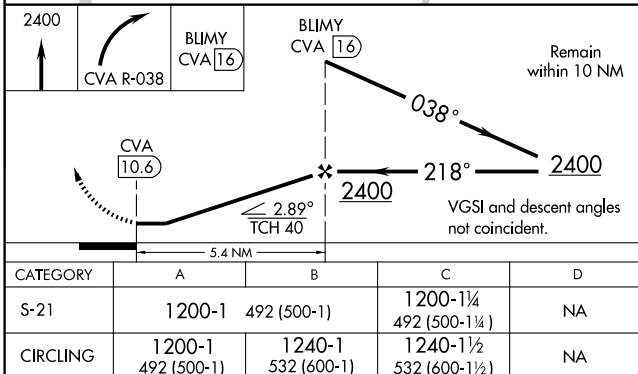
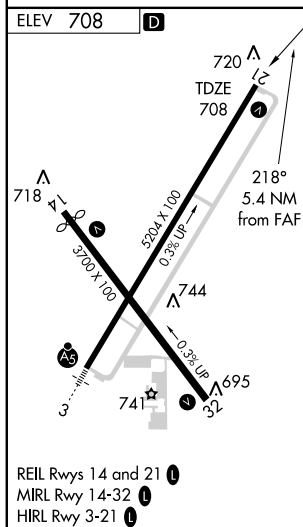
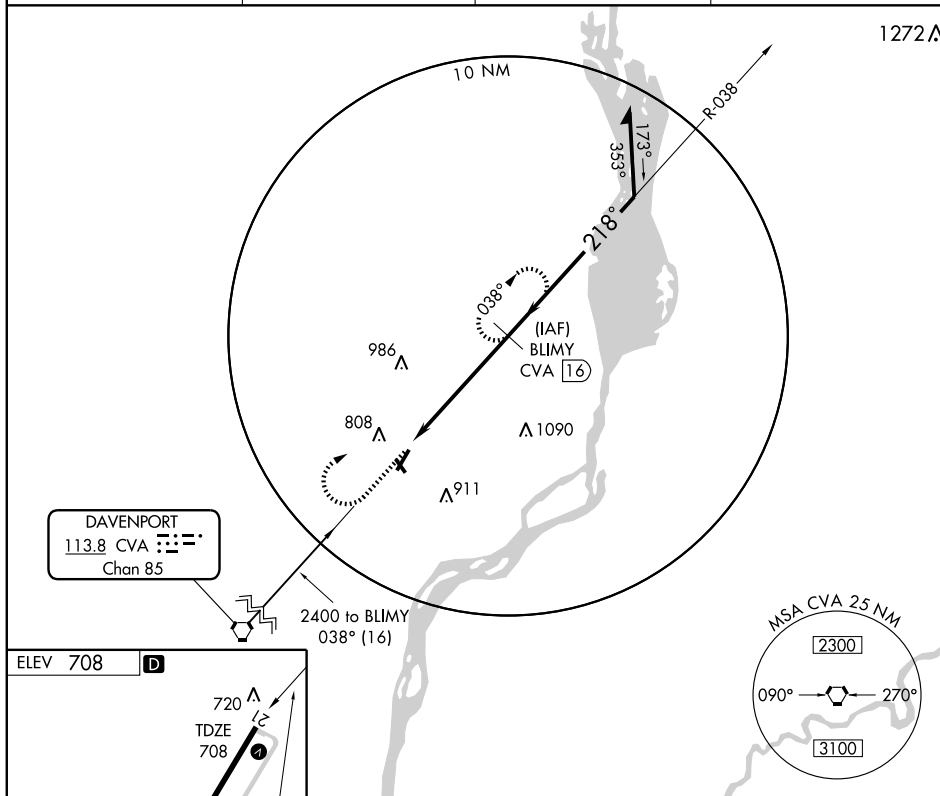
CATEGORY	A	B	C	D
LNAV MDA	1180-1	483 (500-1)	1180-1¼ 483 500-1¼	NA
CIRCLING	1180-1 472 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

VORTAC CVA <b>113.8</b> Chan <b>85</b>	APP CRS <b>218°</b>	Rwy Idg TDZE Apt Elev	<b>5204</b> <b>708</b> <b>708</b>
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# VOR/DME RWY 21

CLINTON MUNI (CWI)

		<b>MISSED APPROACH:</b> Climb to 2400 then right turn via CVA R-038 to BLIMY 16 DME and hold.	
AWOS-3 <b>125.525</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	CLNC DEL <b>118.5 0</b>	UNICOM <b>122.8</b> (CTAF)



VORTAC CVA  
**113.8**  
Chan **85**

APP CRS  
**040°**

Rwy Idg  
TDZE  
Apt Elev  
**5204**  
**700**  
**708**

**VOR RWY 3**  
CLINTON MUNI (CWI)

▼ Inoperative table does not apply.  
▲ VDP NA when using Davenport altimeter setting.  
▲ When local altimeter setting not received, use Davenport altimeter setting and increase all MDA 60 feet and visibility 5-3 Cat C and circling Cat C ¼ mile.



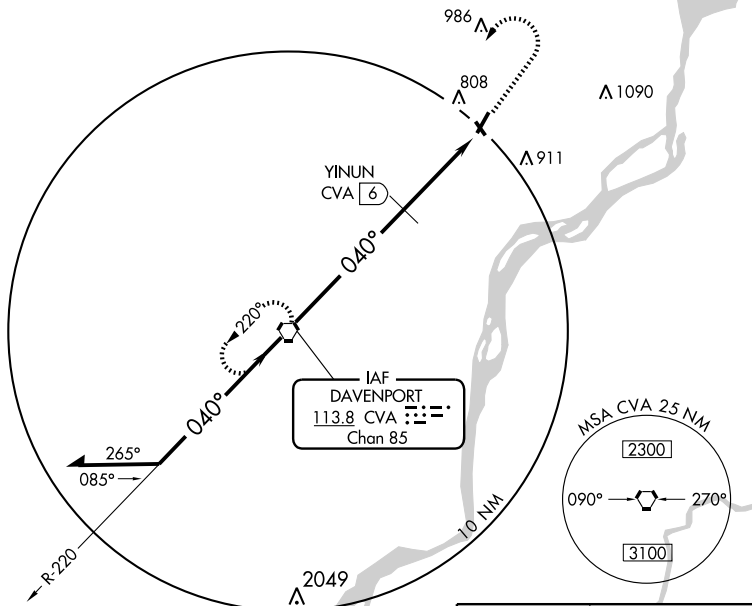
MISSED APPROACH: Climb to 3000 then left turn direct CVA VORTAC and hold.

AWOS-3  
**125.525**

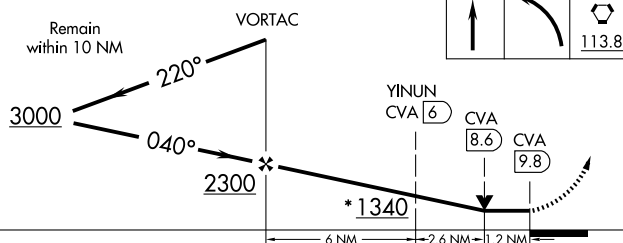
QUAD CITY APP CON ★  
**125.95 257.8**

CLNC DEL  
**118.5 0**

UNICOM  
**122.8** (CTAF)



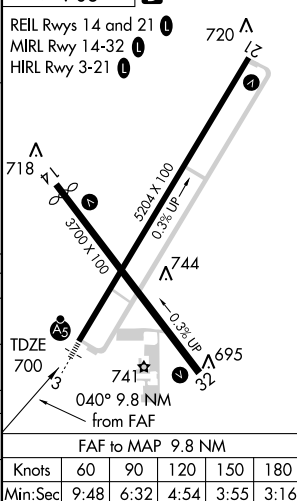
\* 1400 when using Davenport altimeter setting.



CATEGORY	A	B	C	D
S-3	1340-1	640 (700-1)	1340-1¼ 640 (700-1¼)	NA
CIRCLING	1340-1	632 (700-1)	1340-1¼ 632 (700-1¼)	NA
YINUN MINIMUMS				
S-3	1120-1	420 (500-1)	1120-1¼ 420 (500-1¼)	NA
CIRCLING	1140-1 432 (500-1)	1240-1 532 (600-1)	1240-1½ 532 (600-1½)	NA

ELEV 708

REIL Rwy 14 and 21  
MIRL Rwy 14-32  
HIRL Rwy 3-21



**CLINTON MUNI** (CWI) 6 SW UTC-6(-5DT) N41°49.87' W90°19.75'

708 B FUEL 100LL, JET A NOTAM FILE CWI

RWY 03-21: H5204X100 (ASPH) S-37, D-48 HIRL 0.3% up NE

RWY 03: MALSR. Road.

RWY 21: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 14-32: H3700X100 (ASPH) S-36, D-44 MIRL  
0.3% up NW

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 33'. Thld dspcd 170'.  
Road.

RWY 32: VASI(V4L)—GA 3.3° TCH 26'. Fence.

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 03: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 14: TORA-3700 TODA-3700 ASDA-3700 LDA-3530

RWY 21: TORA-5204 TODA-5204 ASDA-5204 LDA-5204

RWY 32: TORA-3700 TODA-3700 ASDA-3700 LDA-3700

**AIRPORT REMARKS:** Attended May-Sep Mon-Fri 1400-0100Z†, Sat-Sun 1400-2300Z†, Oct-Apr Mon-Fri 1400-2300Z†, Sat-Sun 1400-2200Z†. CAUTION: ultralight activity on and in/ov arpt. Rwy 03 is calm wind rwy. Rwy 21 REIL OTS indef. ACTIVATE HIRL Rws 03-21, MIRL 14-32, MALSR Rwy 03, VASI Rws 14, 21 and 32 and REIL Rws 14 and 21—118.5.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (563)243-8934.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **QUAD CITY APP/DEP CON** 125.95 (1130-0430Z†)

QUAD CITY CLNC DEL 118.5

Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)

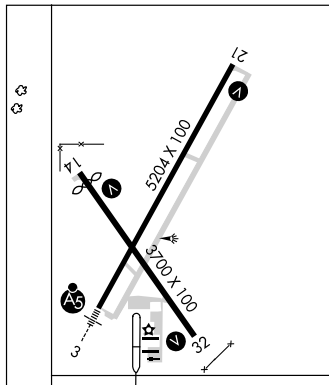
**AIRSPACE:** CLASS E svc Mon-Fri 1300-0200Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

DAVENPORT (L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 039° 10.1 NM to fld. 767/4E.  
HIWAS.

HILLZ NDB (LOM) 517 FN N41°45.10' W90°23.43' 030° 5.5 NM to fld.

ILS/DME 109.7 I-FNO Chan 34 Rwy 03. Class IE. LOM HILLZ NDB. Unmonitored.



**CORNING MUNI** (CRZ) 1 W UTC-6(-5DT) N40°59.65' W94°45.30'

1274 B FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 18-36: H2684X50 (CONC) LIRL (NSTD) 1.0% up N

RWY 18: REIL. Tree. Rgt tfc.

**AIRPORT REMARKS:** Unattended. For svc call 641-322-4444/3385.

Sharp drop both ends Rwy 18 and Rwy 36. Rwy 18-36 NSTD LIRL, edge lgts 58' fm centerline. ACTIVATE NSTD LIRL Rwy 18-36 and REIL Rwy 18—122.8.

**COMMUNICATIONS:** CTAF 122.9

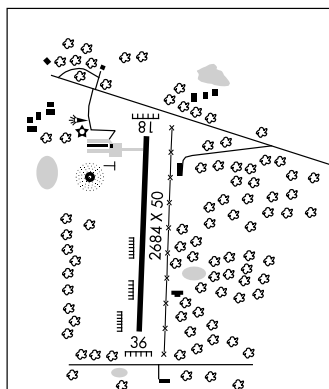
MINNEAPOLIS CENTER APP/DEP CON—119.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81' W93°58.06' 297° 43.1 NM to fld. 1140/7E.

HIWAS.

NDB (MHW) 278 CRZ N40°59.78' W94°45.42' at fld.  
Unmonitored.



**CORYDON** (ØE9) 4 E UTC-6(-5DT) N40°45.27' W93°14.48'

1020 FUEL MOGAS NOTAM FILE FOD

RWY 09-27: 3270X80 (TURF)

RWY 09: Thld dspcd 1080'. Tree. RWY 27: Road.

**AIRPORT REMARKS:** Attended SR-SS. Rwy 09-27 ends and dspcd thld marked with yellow cones, two outboard cones each side of rwy mark dspcd thld. Rwy 09 has tall grass and weeds hiding dspcd thld marker cones.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

WATERWAY 11-29: 3000X100 (WATER)

CHICAGO

H-5D, L-28G

IAP, AD

OMAHA

L-10J, 12I

IAP

OMAHA

NDB CRZ <b>278</b>	APP CRS <b>185°</b>	Rwy Idg TDZE Apt Elev	<b>2684</b> <b>1274</b> <b>1274</b>
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# NDB RWY 18

CORNING MUNI (CRZ)

**▼** Use Creston altimeter setting; when not received, use Clarinda altimeter setting and increase all MDAs 60 feet and visibility Cat. B ¼ mile.

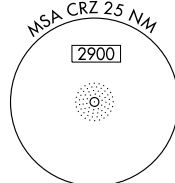
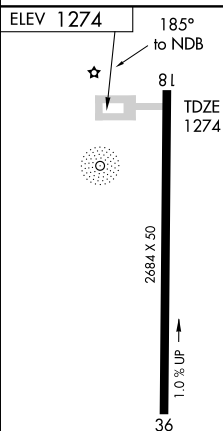
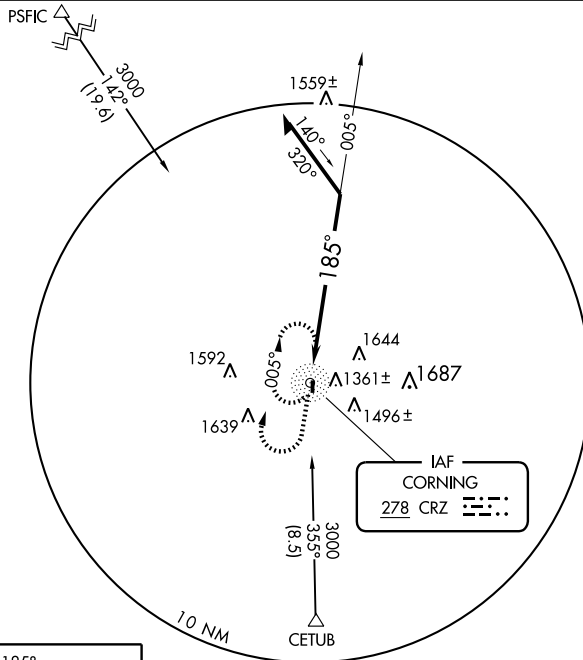
**MISSED APPROACH:** Climb to 3000 then right turn direct CRZ NDB and hold.

CRESTON AWOS-3  
**124.75**

MINNEAPOLIS CENTER  
**119.6 290.4**

CTAF  
**122.9**

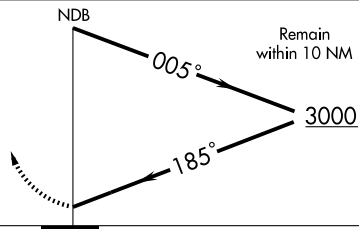
**122.8 0**



REIL Rwy 18 **0**  
LIRL Rwy 18-36 **0**

CORNING, IOWA

Amdt 2 09071



CATEGORY	A	B	C	D
S-18	1960-1	686 (700-1)	NA	
CIRCLING	1960-1	686 (700-1)	NA	

CORNING MUNI (CRZ)

# NDB RWY 18

41°00'N-94°45'W

APP CRS <b>177°</b>	Rwy Idg TDZE <b>1274</b> Apt Elev <b>1274</b>
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# RNAV (GPS) RWY 18

CORNING MUNI (CRZ)

**▽** Use Creston altimeter setting; when not received, use  
**Δ** NA Clarinda altimeter setting and increase all MDAs 60 feet.  
 DME/DME RNP-0.3 NA.

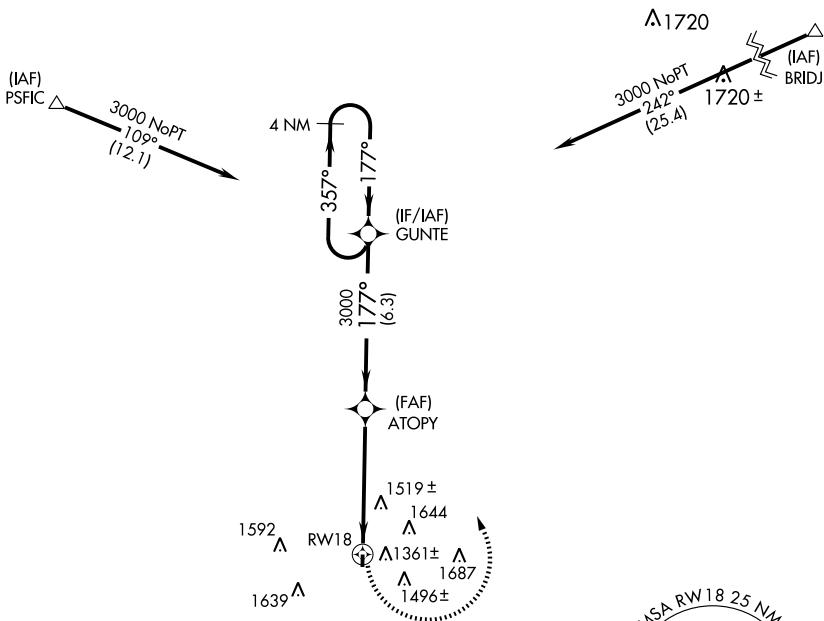
MISSED APPROACH: Climbing left turn to 3000 direct GUNTE and hold.

CRESTON AWOS-3  
**124.75**

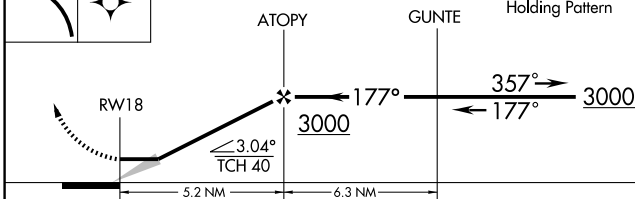
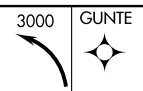
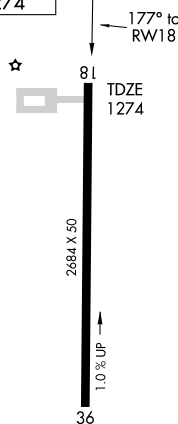
MINNEAPOLIS CENTER  
**119.6 290.4**

CTAF  
**122.9**

**122.8 0**



ELEV 1274



CATEGORY	A	B	C	D
LNAV MDA	1820-1	546 (600-1)	NA	
CIRCLING	1820-1	546 (600-1)	NA	

REIL Rwy 18 **0**  
 LIRL Rwy 18-36 **0**

**COUNCIL BLUFFS MUNI** (CBF) 4 E UTC-6(-5DT) N41°15.61' W95°45.52'

1253 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE CBF

RWY 18-36: H5500X100 (CONC) S-30, D-60 HIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0 TCH 45'.

RWY 36: REIL.

RWY 14-32: H3650X60 (CONC) S-28, D-48 MIRL 0.3% up SE

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 32: REIL. PAPI(P2L)—GA 3.5° TCH 30'.

**AIRPORT REMARKS:** Attended dawn-dusk. Rwy 14 preferred calm wind rwy. ACTIVATE MIRL Rwy 14-32 HIRL Rwy 18-36, PAPI Rwy 14 and Rwy 32 and Rwy 18, REIL Rwy 14, Rwy 32, Rwy 18 and Rwy 36—CTAF.

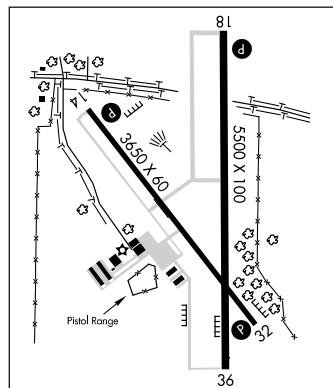
**WEATHER DATA SOURCES:** AWOS-3 126.575 (712) 323-1542.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 342° 5.7 NM to fld. 1300/8E. HIWAS.

**CRESCO****ELLEN CHURCH FLD** (CJJ) 1 SW UTC-6(-5DT) N43°21.92' W92°07.98'

1279 NOTAM FILE FOD

RWY 15-33: H2949X50 (CONC) S-29 LIRL 0.5% up NW

RWY 15: VASI(V2L). Trees. RWY 33: VASI(V2L). Pole.

**AIRPORT REMARKS:** Unattended. Be alert for ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 15-33 and VASI Rwy 15 and 33—122.7.

**COMMUNICATIONS:** CTAF/UNICOM 122.8 CTAF/UNICOM OTS indef.

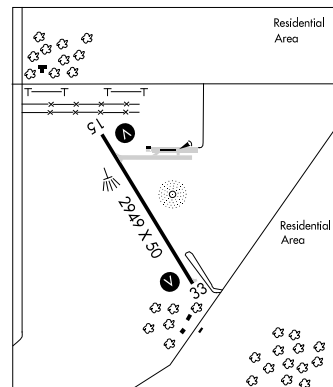
MINNEAPOLIS CENTER APP/DEP CON 118.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'

W91°32.24' 276° 26.6 NM to fld. 1288/5E.

**CRESCO NDB (MHW)** 293 CJJ N43°21.96' W92°07.86' at fld. Unmonitored.

**CRESCO** N43°21.96' W92°07.86' NOTAM FILE FOD.

NDB (MHW) 293 CJJ at Ellen Church Fld. Unmonitored.

CHICAGO

L-28F

IAP

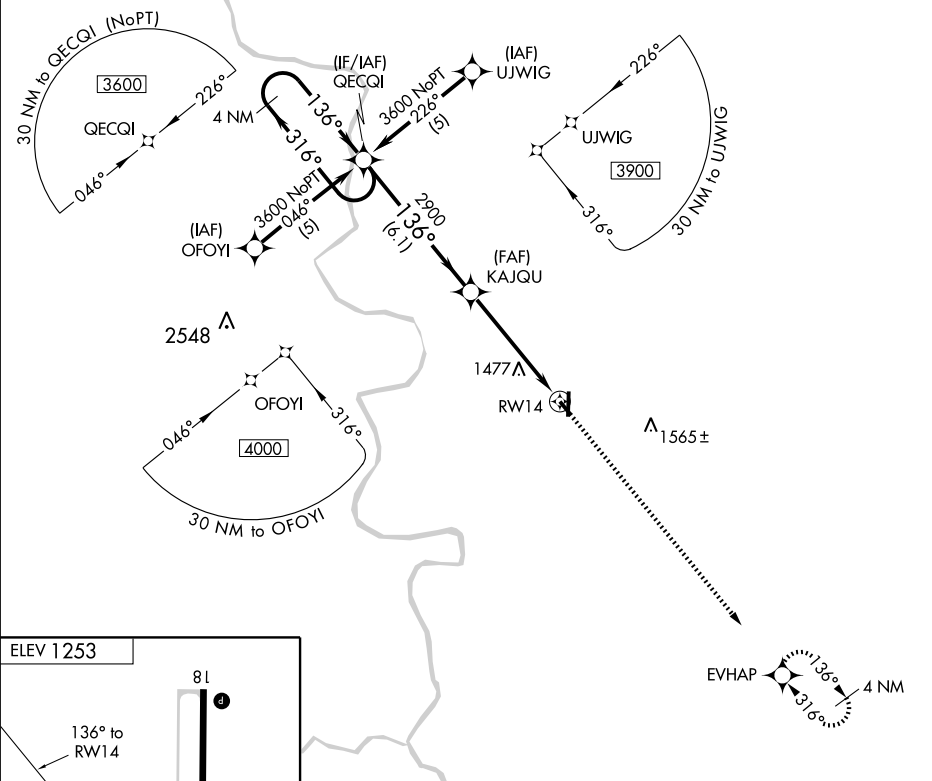
CHICAGO

L-28F

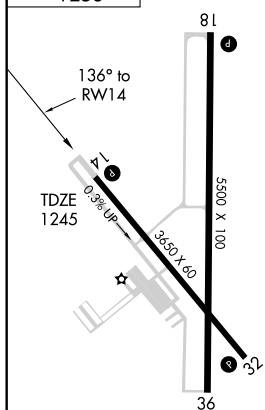
APP CRS  
**136°**Rwy Idg **3650**  
TDZE **1245**  
Apt Elev **1253****RNAV (GPS) RWY 14**  
COUNCIL BLUFFS MUNI (CBF)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all MDA 60 feet, and increase Circling Cat C visibility  $\frac{1}{4}$  mile.

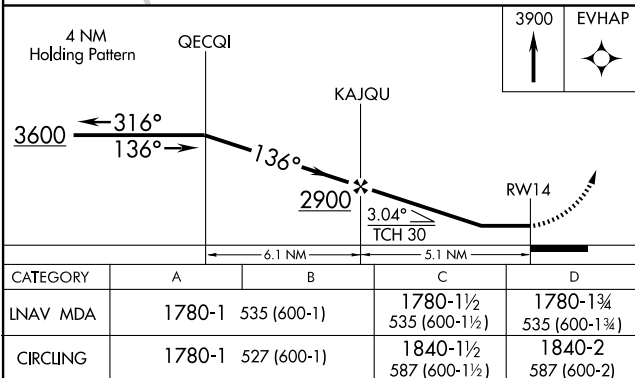
MISSED APPROACH: Climb to 3900 direct EVHAP and hold.

AWOS-3  
**126.575**OMAHA APP CON  
**124.5 263.0**UNICOM  
**122.8 (CTAF) 0**

ELEV 1253



MIRL Rwy 14-32 **0**  
HIRL Rwy 18-36 **0**  
REIL Rws 14, 32, 18, and 36 **0**





WAAS CH <b>42806</b> <b>W18A</b>	APP CRS <b>176°</b>	Rwy Idg TDZE <b>1241</b> Apt Elev <b>1253</b>
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# RNAV (GPS) RWY 18

COUNCIL BLUFFS MUNI (CBF)

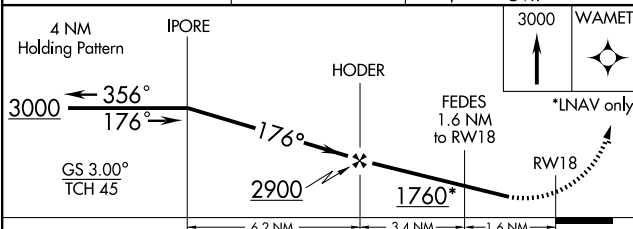
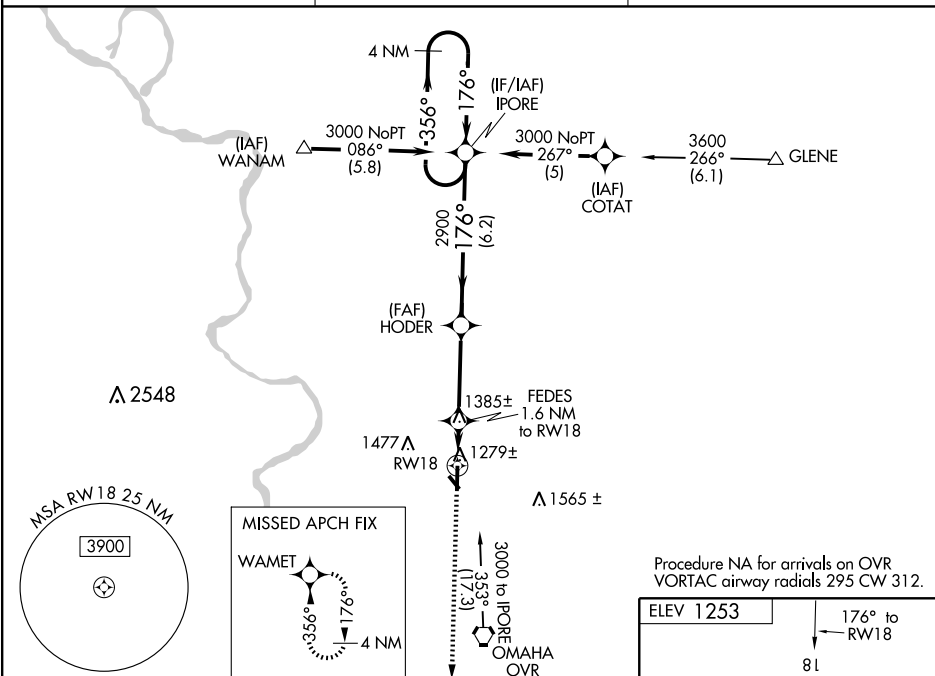
**⚠** Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DAs 53 feet and all MDAs 60 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct WAMET and hold.

AWOS-3  
**126.575**

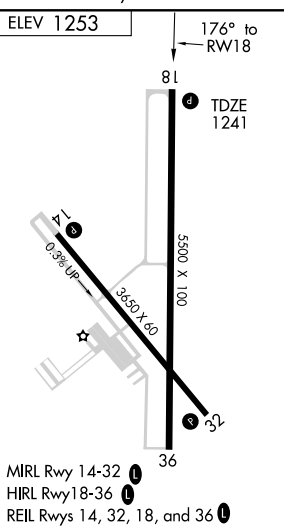
OMAHA APP CON  
**124.5 263.0**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1512-1 271 (300-1)			
LNAV/VNAV DA	1646-1½ 405 (400-1½)			
LNAV MDA	1640-1 399 (400-1)			1640-1¼ 399 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)

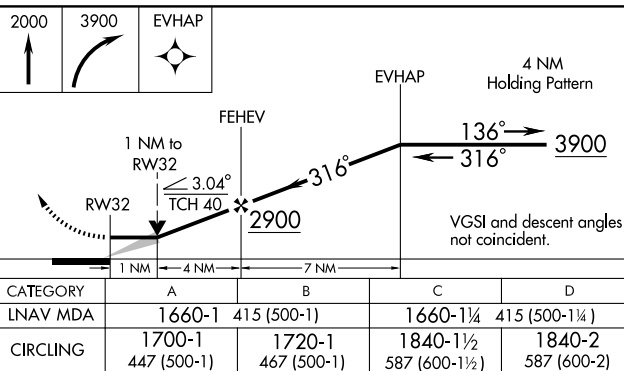
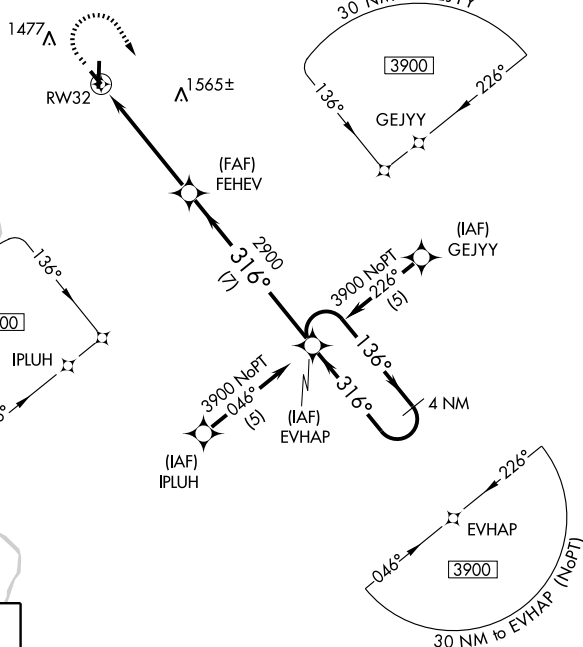
Procedure NA for arrivals on OVR VORTAC airway radials 295 CW 312.



MIRL Rwy 14-32 0  
HIRL Rwy 18-36 0  
REIL Rwy 14, 32, 18, and 36 0

RNAV (GPS) RWY 32  
COUNCIL BLUFFS MUNI (CBF)

**MISSED APPROACH:** Climb to 2000 then right climbing turn to 3900 direct EVHAP WP and hold.

UNICOM  
122.8 (CTAF) **L**

WAAS CH <b>53606</b> <b>W36A</b>	APP CRS <b>356°</b>	Rwy Idg TDZE <b>1245</b> Apt Elev <b>1253</b>
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# RNAV (GPS) RWY 36

COUNCIL BLUFFS MUNI (CBF)



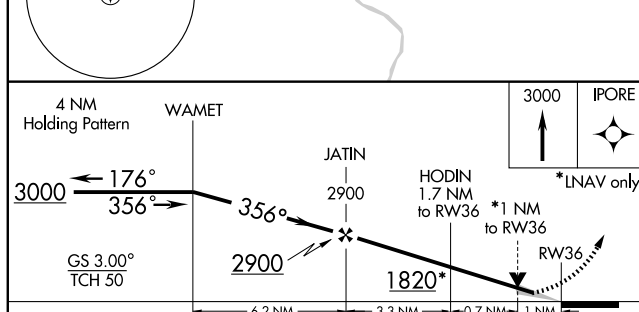
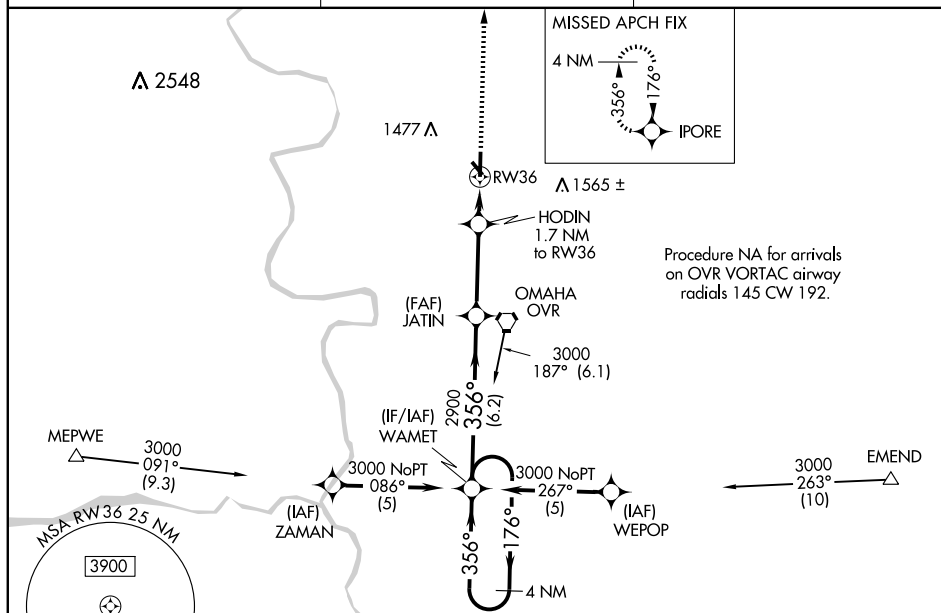
Baro-VNAV NA when using Eppley Airfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Eppley Airfield altimeter setting and increase all DA 53 feet and all MDA 60 feet and increase LNAV Cat C and D visibility ¼ mile, and circling Cat C visibility ¼ mile. VDP NA when using Eppley Airfield altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct IPORE and hold.

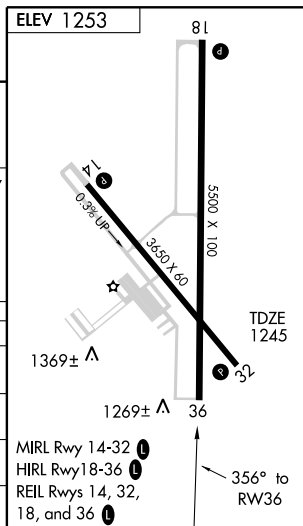
AWOS-3  
**126.575**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**122.8 (CTAF) 1**



CATEGORY	A	B	C	D
LPV DA	1445-¾ 200 (200-¾)			
LNAV/VNAV DA	1578-1¼ 333 (400-1¼)			
LNAV MDA	1620-1 375 (400-1)			1620-1¼ 375 (400-1¼)
CIRCLING	1700-1 447 (500-1)	1720-1 467 (500-1)	1840-1½ 587 (600-1½)	1840-2 587 (600-2)



VORTAC OVR <b>116.3</b> Chan <b>110</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1253</b>
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**VOR-A**  
COUNCIL BLUFFS MUNI (CBF)

**⚠** When local altimeter setting not received, use Eppley Airfield altimeter  
**⚠** setting: increase all MDAs 60 feet and visibility Cat C  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 2900 then right turn  
direct OVR VORTAC and hold.

AWOS-3  
**126.575**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**122.8 (CTAF) 0**

△ 2548

1477 △

△ 1565±

1509±

IAF  
OMAHA  
116.3 OVR  
Chan 110

10 NM

088°  
→ 268°

R-133

MSA OVR 25 NM

3900

ELEV 1253

MIRL Rwy 14-32  
HIRL Rwy 18-36  
REIL Rws 14, 32,  
18, and 36

81

5500 X 100

2630 X 60

0.3° UP  
342° 5.3 NM  
from FAF

36

2900



OVR  
116.3

VORTAC

Remain  
within 10 NM

133°

313°

2900

342°

2900

5.3 NM

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

CATEGORY

A

B

C

D

CIRCLING

1760-1 507 (600-1)

1840-1½

587 (600-1½)

1840-2

587 (600-2)

COUNCIL BLUFFS, IOWA

Amdt 5 09015

COUNCIL BLUFFS MUNI (CBF)

41° 16'N - 95° 46'W

**VOR-A**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

**COUNCIL BLUFFS MUNI** (CBF) 4 E UTC-6(-5DT) N41°15.61' W95°45.52'

1253 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE CBF

RWY 18-36: H5500X100 (CONC) S-30, D-60 HIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0 TCH 45'.

RWY 36: REIL.

RWY 14-32: H3650X60 (CONC) S-28, D-48 MIRL 0.3% up SE

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 32: REIL. PAPI(P2L)—GA 3.5° TCH 30'.

**AIRPORT REMARKS:** Attended dawn-dusk. Rwy 14 preferred calm wind rwy. ACTIVATE MIRL Rwy 14-32 HIRL Rwy 18-36, PAPI Rwy 14 and Rwy 32 and Rwy 18, REIL Rwy 14, Rwy 32, Rwy 18 and Rwy 36—CTAF.

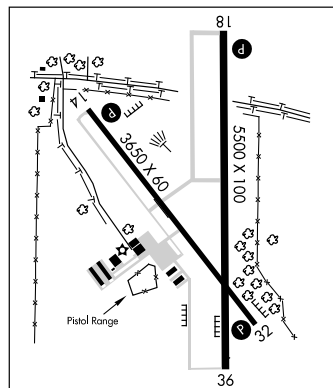
**WEATHER DATA SOURCES:** AWOS-3 126.575 (712) 323-1542.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04'

W95°44.20' 342° 5.7 NM to fld. 1300/8E. HIWAS.

**CRESCO****ELLEN CHURCH FLD** (CJJ) 1 SW UTC-6(-5DT) N43°21.92' W92°07.98'

1279 NOTAM FILE FOD

RWY 15-33: H2949X50 (CONC) S-29 LIRL 0.5% up NW

RWY 15: VASI(V2L). Trees. RWY 33: VASI(V2L). Pole.

**AIRPORT REMARKS:** Unattended. Be alert for ultralight activity on and invof arpt. ACTIVATE LIRL Rwy 15-33 and VASI Rwy 15 and 33—122.7.

**COMMUNICATIONS:** CTAF/UNICOM 122.8 CTAF/UNICOM OTS indef.

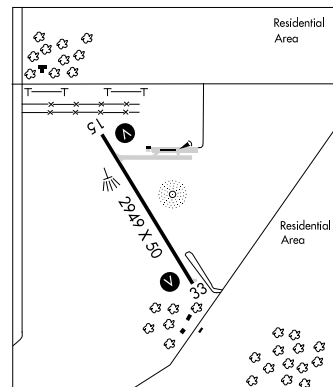
MINNEAPOLIS CENTER APP/DEP CON 118.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'

W91°32.24' 276° 26.6 NM to fld. 1288/5E.

**CRESCO NDB (MHW)** 293 CJJ N43°21.96' W92°07.86' at fld. Unmonitored.

**CRESCO** N43°21.96' W92°07.86' NOTAM FILE FOD.

NDB (MHW) 293 CJJ at Ellen Church Fld. Unmonitored.

CHICAGO

L-28F

IAP

CHICAGO

L-28F

APP CRS  
**152°**

Rwy Idg  
**1279**

TDZE  
**1279**

Apt Elev  
**1279**

GPS RWY 15

CRESCO/ELLEN CHURCH FIELD (CJJ)

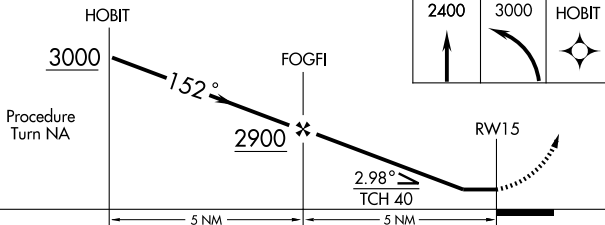
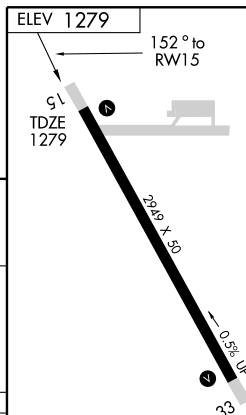
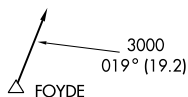
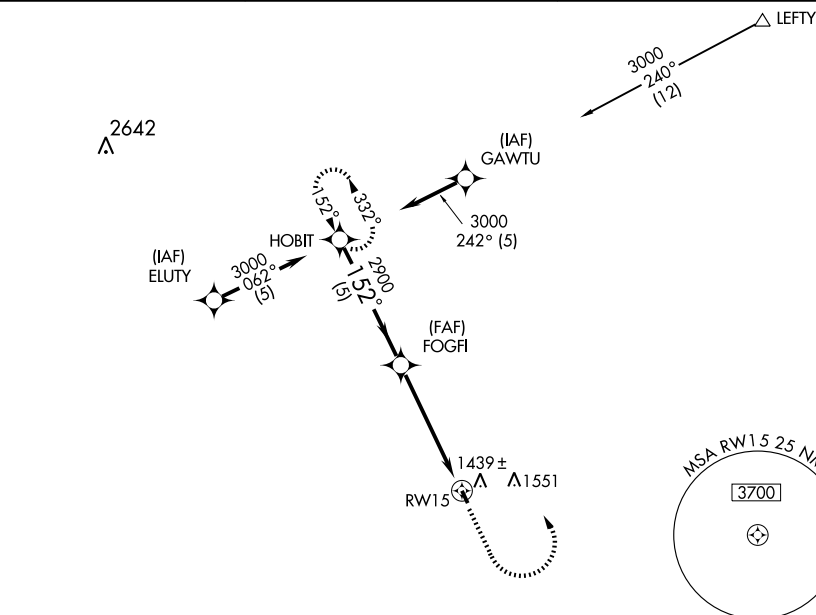


Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2400, then climbing left turn to 3000 direct HOBIT WP and hold.

MINNEAPOLIS CENTER  
**118.85**

UNICOM  
**122.8** (CTAF)

**122.7** 

CATEGORY	A	B	C	D
S-15	1980-1	701 (800-1)	1980-2 701 (800-2)	NA
CIRCLING	1980-1	701 (800-1)	1980-2 701 (800-2)	NA

LIRL Rwy 15-33

APP CRS **332°**  
 Rwy Idg **2949**  
 TDZE **1279**  
 Apt Elev **1279**

GPS RWY 33

CRESCO/ELLEN CHURCH FIELD (CJJ)

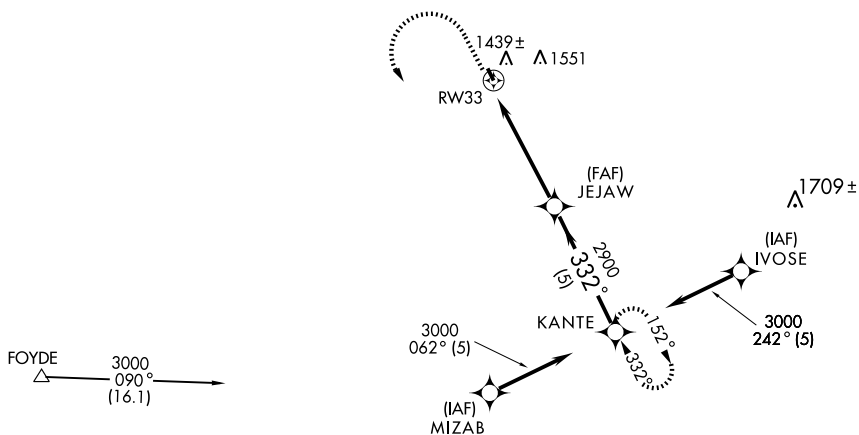


Use Decora Muni altimeter setting.

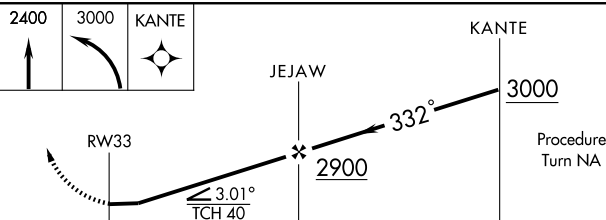
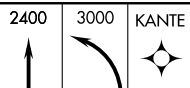
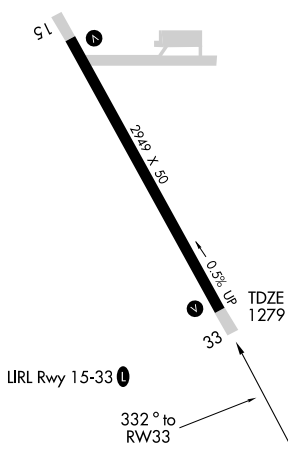
MISSED APPROACH: Climb to 2400, then climbing  
 left turn to 3000 direct KANTE WP and hold.

MINNEAPOLIS CENTER  
**118.85**

UNICOM  
**122.8** (CTAF)

**122.7** 

ELEV 1279



CATEGORY	A	B	C	D
S-33	1740-1	461 (500-1)	1740-1 1/4 461 (500-1 1/4)	NA
CIRCLING	1800-1	521 (600-1)	1800-1 1/2 521 (600-1 1/2)	NA

NDB CJJ <b>293</b>	APP CRS <b>340°</b>	Rwy Idg TDZE Apt Elev	<b>2949</b> <b>1279</b> <b>1279</b>
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**NDB RWY 33**

CRESCO/ELLEN CHURCH FIELD (CJJ)

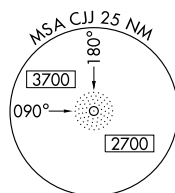


Use Decorah Muni altimeter setting.

MISSED APPROACH: Climb to 2900 then right turn direct CJJ NDB and hold.

MINNEAPOLIS CENTER  
**118.85**UNICOM  
**122.8** (CTAF)**122.7**

Δ2642



IAF  
CRESCO  
293 CJJ

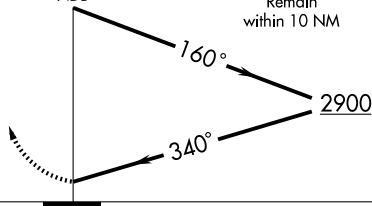
1439 ±  
Δ 1551

10 NM

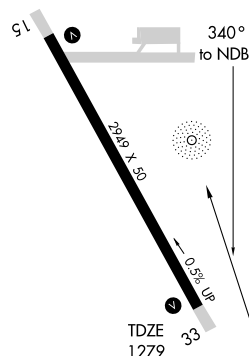
2900  
054°  
(119.5)  
FOYDE



NDB

Remain  
within 10 NM

ELEV 1279



CATEGORY	A	B	C	D
S-33	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA
CIRCLING	1840-1	561 (600-1)	1840-1½ 561 (600-1½)	NA

LRL Rwy 15-33

**NDB RWY 33**



**CRESTON MUNI** (CSQ) 3 S UTC-6(-5DT) N41°01.29' W94°21.80'

1300 B S2 FUEL 100LL, JET A NOTAM FILE CSQ

RWY 16-34: H4901X75 (ASPH) S-15 MIRL

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 46'. Fence.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 46'. Tree.

RWY 04-22: 1692X100 (TURF)

RWY 22: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±. Sat and Sun on call. For fuel after hrs and weekends call 641-782-8402 (Law Enforcement Center). Rwy 04-22 CLOSED during winter months. Rwy 04-22 marked with yellow cones. MIRL Rwy 16-34 preset low ints, ACTIVATE higher ints and VASI and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.75 (641) 782-6286.**COMMUNICATIONS:** CTAF/UNICOM 122.8

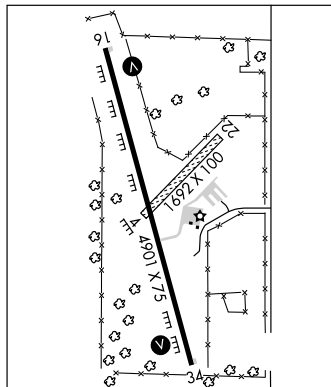
MINNEAPOLIS CENTER APP/DEP CON 125.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

W93°58.06' 318° 31.2 NM to fld. 1140/7E. HIWAS.

UNION CO NDB (MHW) 379 UNE N40°57.45' W94°20.84' 345°  
3.9 NM to fld. NOTAM FILE CSQ.

**DALE DELIGHT** (See POSTVILLE)**DAVENPORT MUNI** (DVN) 5 N UTC-6(-5DT) N41°36.62' W90°35.30'

751 B S4 FUEL 100LL, JET A NOTAM FILE DVN

RWY 15-33: H5511X100 (CONC) S-68, D-93, 2S-118, 2D-122 MIRL

RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 48'.

RWY 03-21: H4001X100 (CONC) S-68, D-93, 2S-118, 2D-122  
MIRL (NSTD)

RWY 03: VASI(V4L)—GA 3.0° TCH 44'.

RWY 21: VASI(V4L)—GA 3.0° TCH 44'. Road.

**AIRPORT REMARKS:** Attended 1230Z±-dusk. For svc after hrs call 563-391-5650. Ultralight activity prohibited. Extensive heavy military helicopter (Chinook) training on and in vicinity of airport, possible extreme turbulence from rotors. Helicopter ops on CTAF operating parallel to runways from grass areas. Two way radio communications required for all aircraft conducting multiple ops. Rwy 15 designated calm wind rwy. Ramp area has limited parking, 48 hr PPR for transit aircraft. Rwy 03-21 NSTD MIRL, thresholds have only 6 lights; clear lenses entire rwy length. ACTIVATE MIRL Rwy 03-21, Rwy 15-33; VASI Rwy 15; Rwy 33, MALSR Rwy 15 and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.175 (563) 388-2154.

HIWAS 113.8 CVA.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.5 (FORT DODGE RADIO)

⑧ QUAD CITY APP/DEP CON 125.95 (1130-0430Z±)

⑧ CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z±)

QUAD CITY CLNC DEL 118.35

**AIRSPACE:** CLASS E svc 1100-0500Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

(L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 215° 7.6 NM to fld. 767/4E. HIWAS.

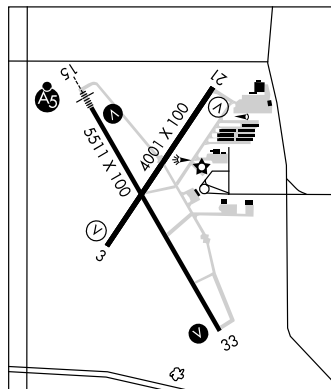
AUNEY NDB (LOM) 353 DV N41°41.69' W90°39.35' 148° 5.9 NM to fld. Unmonitored.

ILS/DME 109.1 I-DVN Chan 28 Rwy 15. LOM AUNEY NDB. ILS unmonitored.

CHICAGO



H-5D, L-286

IAP



NDB UNE	APP CRS	Rwy Idg	<b>4901</b>
<b><u>379</u></b>	<b>345°</b>	TDZE	<b>1296</b>
		Apt Elev	<b>1300</b>

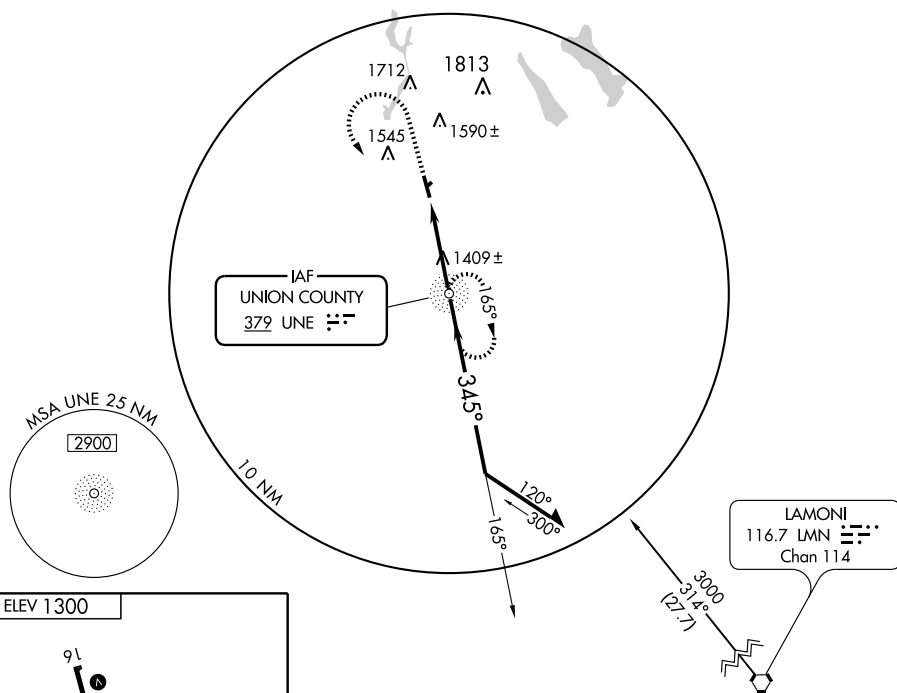
NDB RWY 34  
CRESTON MUNI (CSQ)

	Circling NA for CATs B and C west of Rwy 16-34.
	Circling NA to Rwy 4-22. If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet. Visibility reduction by helicopters NA.

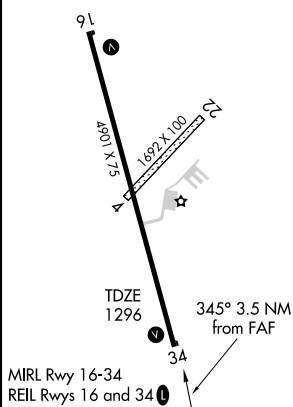
**MISSED APPROACH:** Climb to 3000 then left turn direct UNE NDB and hold.

AWOS-3  
124.75

MINNEAPOLIS CENTER  
125.65 306.95

UNICOM  
122.8 (CTAF) **L**

ELEV 1300



3000

UN

NDB

Remain  
within 10 NM

$$\frac{\angle 2.85^\circ}{TCH\ 46}$$

2400

CATEGORY

A

---

C

D

S-34

17

00

20

N

---

720

---

$$\frac{150}{40}$$

---

CRESTON, IOWA

Amdt 2 08157

CRESTON MUNI (CSQ)

NDB RWY 34

41°01'N-94°22'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS **161°**  
 Rwy Idg **4901**  
 TDZE **1296**  
 Apt Elev **1300**

# RNAV (GPS) RWY 16

CRESTON MUNI (CSQ)

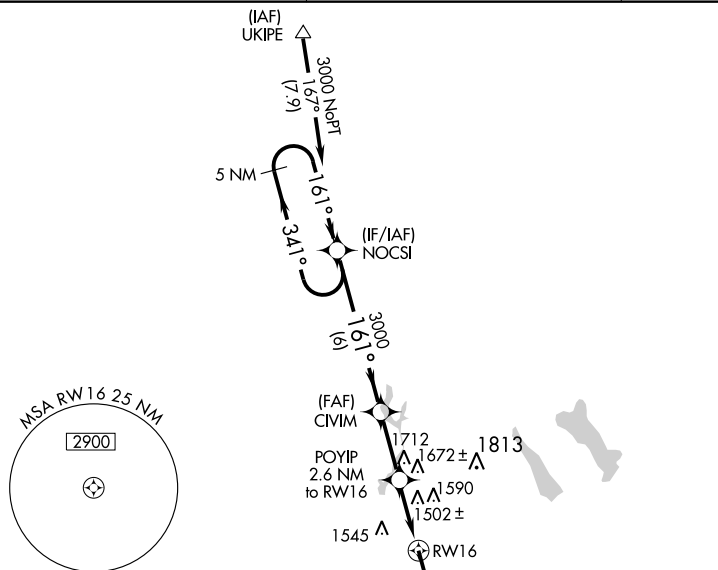
**⚠** DME/DME RNP-0.3 NA.  
**⚠** Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.  
 If local altimeter setting not received, use Des Moines Init altimeter setting and increase all MDAs 160 feet.  
 When VGSI inoperative, straight-in/circling Rwy 16 NA at night.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000  
 direct FOVOB and hold.

AWOS-3  
**124.75**

MINNEAPOLIS CENTER  
**125.65 306.95**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1300



MIRL Rwy 16-34  
 REIL Rws 16 and 34 0

5 NM Holding Pattern				3000	FOVOB
NOCSI				CIVIM	POYIP 2.6 NM to RW16
3000 ← 341°				161° → 3000	3.05° ≥ TCH 46
161° →				2180	RW16
6 NM				2.6 NM	2.6 NM
CATEGORY	A	B	C	D	
LNAV MDA	1820-1	524 (600-1)	1820-1½ 524 (600-1½)	NA	
CIRCLING	1820-1	520 (600-1)	1820-1½ 520 (600-1½)	NA	

CRESTON, IOWA  
 Orig 08157

41°01'N-94°22'W

CRESTON MUNI (CSQ)  
**RNAV (GPS) RWY 16**

APP CRS **341°**  
 Rwy Idg **4901**  
 TDZE **1296**  
 Apt Elev **1300**

# RNAV (GPS) RWY 34

CRESTON MUNI (CSQ)

**⚠** DME/DME RNP-0.3 NA.  
**⚠** Circling NA for CATs B and C west of Rwy 16-34. Circling NA to Rwy 4-22.  
 If local altimeter setting not received, use Des Moines Intl altimeter setting and increase all MDAs 160 feet.  
 When VGSI inoperative, circling Rwy 16 NA at night.  
 Visibility reduction by helicopters NA.

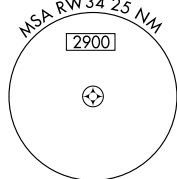
MISSED APPROACH: Climb to 3000 direct NOCSI and hold.

AWOS-3  
**124.75**

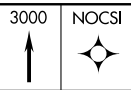
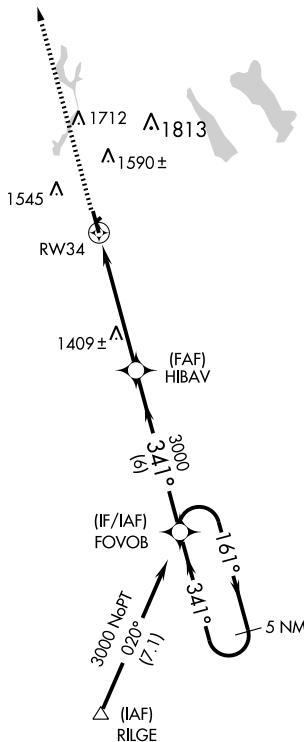
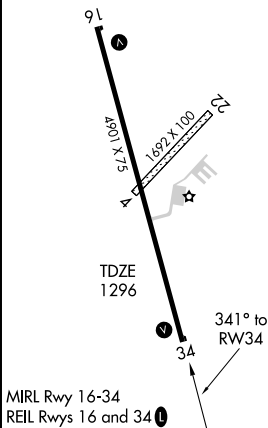
MINNEAPOLIS CENTER  
**125.65 306.95**

UNICOM  
**122.8 (CTAF) ①**

MISSED APCH FIX



ELEV 1300



HIBAV

FOVOB

5 NM Holding Pattern

RWY 34

341°

161°

3000

3000

3.04°

TCH 46

5.1 NM

6 NM

CATEGORY	A	B	C	D
LNAB MDA	1660-1	364 (400-1)		NA
CIRCLING	1720-1 420 (500-1)	1760-1 460 (500-1)	1760-1½ 460 (500-1½)	NA

**CRESTON MUNI** (CSQ) 3 S UTC-6(-5DT) N41°01.29' W94°21.80'

1300 B S2 FUEL 100LL, JET A NOTAM FILE CSQ

RWY 16-34: H4901X75 (ASPH) S-15 MIRL

RWY 16: REIL. VASI(V2L)—GA 3.0° TCH 46'. Fence.

RWY 34: REIL. VASI(V2L)—GA 3.0° TCH 46'. Tree.

RWY 04-22: 1692X100 (TURF)

RWY 22: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±. Sat and Sun on call. For fuel after hrs and weekends call 641-782-8402 (Law Enforcement Center). Rwy 04-22 CLOSED during winter months. Rwy 04-22 marked with yellow cones. MIRL Rwy 16-34 preset low ints, ACTIVATE higher ints and VASI and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.75 (641) 782-6286.**COMMUNICATIONS:** CTAF/UNICOM 122.8

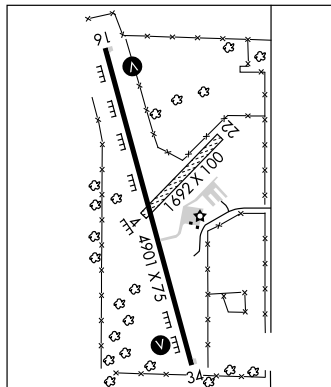
MINNEAPOLIS CENTER APP/DEP CON 125.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

W93°58.06' 318° 31.2 NM to fld. 1140/7E. HIWAS.

UNION CO NDB (MHW) 379 UNE N40°57.45' W94°20.84' 345°  
3.9 NM to fld. NOTAM FILE CSQ.

**DALE DELIGHT** (See POSTVILLE)**DAVENPORT MUNI** (DVN) 5 N UTC-6(-5DT) N41°36.62' W90°35.30'

751 B S4 FUEL 100LL, JET A NOTAM FILE DVN

RWY 15-33: H5511X100 (CONC) S-68, D-93, 2S-118, 2D-122 MIRL

RWY 15: MALSR. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 48'.

RWY 03-21: H4001X100 (CONC) S-68, D-93, 2S-118, 2D-122  
MIRL (NSTD)

RWY 03: VASI(V4L)—GA 3.0° TCH 44'.

RWY 21: VASI(V4L)—GA 3.0° TCH 44'. Road.

**AIRPORT REMARKS:** Attended 1230Z±-dusk. For svc after hrs call 563-391-5650. Ultralight activity prohibited. Extensive heavy military helicopter (Chinook) training on and in vicinity of airport, possible extreme turbulence from rotors. Helicopter ops on CTAF operating parallel to runways from grass areas. Two way radio communications required for all aircraft conducting multiple ops. Rwy 15 designated calm wind rwy. Ramp area has limited parking, 48 hr PPR for transit aircraft. Rwy 03-21 NSTD MIRL, thresholds have only 6 lights; clear lenses entire runway length. ACTIVATE MIRL Rwy 03-21, Rwy 15-33; VASI Rwy 15; Rwy 33, MALSR Rwy 15 and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.175 (563) 388-2154.

HIWAS 113.8 CVA.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.5 (FORT DODGE RADIO)

⑧ QUAD CITY APP/DEP CON 125.95 (1130-0430Z±)

⑧ CHICAGO CENTER APP/DEP CON 118.75 (0430-1130Z±)

QUAD CITY CLNC DEL 118.35

**AIRSPACE:** CLASS E svc 1100-0500Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

(L) VORTACW 113.8 CVA Chan 85 N41°42.51' W90°29.00' 215° 7.6 NM to fld. 767/4E. HIWAS.

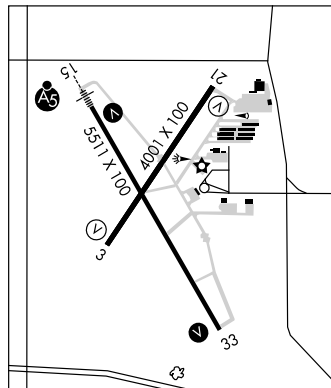
AUNEY NDB (LOM) 353 DV N41°41.69' W90°39.35' 148° 5.9 NM to fld. Unmonitored.

ILS/DME 109.1 I-DVN Chan 28 Rwy 15. LOM AUNEY NDB. ILS unmonitored.

**CHICAGO**


H-5D, L-286

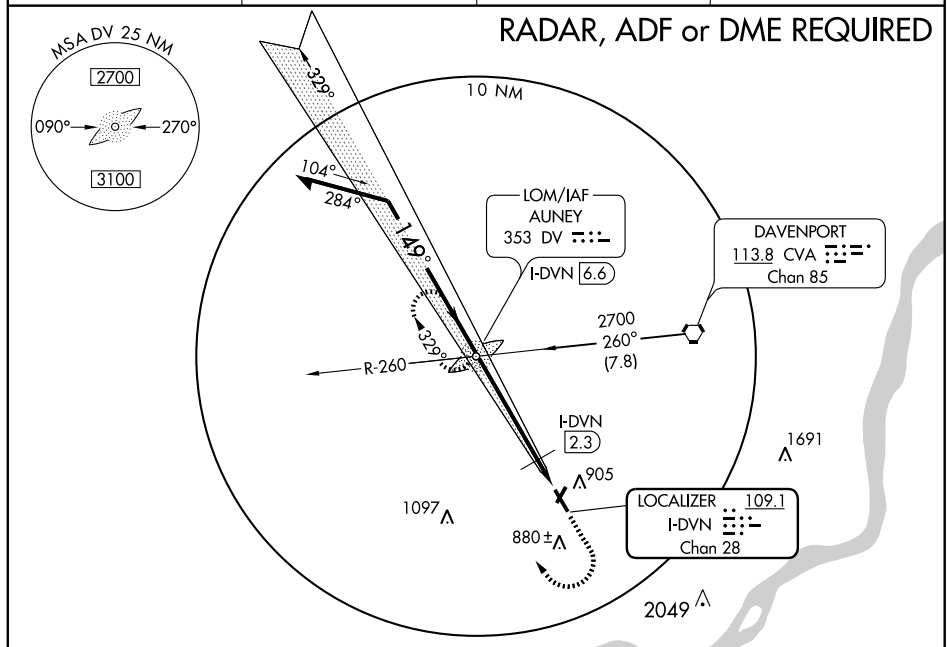
IAP



LOC/DME I-DVN <b>109.1</b> Chan <b>28</b>	APP CRS <b>149°</b>	Rwy Idg TDZE Apt Elev <b>753</b>
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# ILS RWY 15 DAVENPORT MUNI (DVN)

<b>T</b>		MALSR 	MISSED APPROACH: Climb to 1500 then climbing right turn to 2700 direct AUNEY LOM/Int/I-DVN 6.6 DME and hold.
ASOS-3 <b>120.175</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	CLNC DEL <b>118.35</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>



AUNEY LOM/INT I-DVN 6.6 Remain within 10 NM 2700 149° GS 3.00° TCH 56 2597 4.3 NM 1.2 NM *1160 I-DVN 2.3 I-DVN 1.1 *LOC only				ELEV 753 149° 5.5 NM from FAF TDZE 751 400' X 100' 551' X 100' REIL Rwy 33 MIRL Rwy 3-21 and 15-33 FAF to MAP 5.5 NM
CATEGORY	A	B	C	D
S-ILS 15	951-½ 200 (200-½)			
S-LOC 15	1160-½	409 (500-½)	1160-¾	409 (500-¾)
CIRCLING	1220-1	467 (500-1)	1220-1½	1320-2
			467 (500-1½)	567 (600-2)
DME MINIMUMS				
S-LOC 15	1100-½	349 (400-½)	1100-¾	349 (400-¾)
CIRCLING	1220-1	467 (500-1)	1220-1½	1320-2
			467 (500-1½)	567 (600-2)

APP CRS <b>043°</b>	Rwy Idg <b>4001</b>
	TDZE <b>750</b>
	Apt Elev <b>753</b>

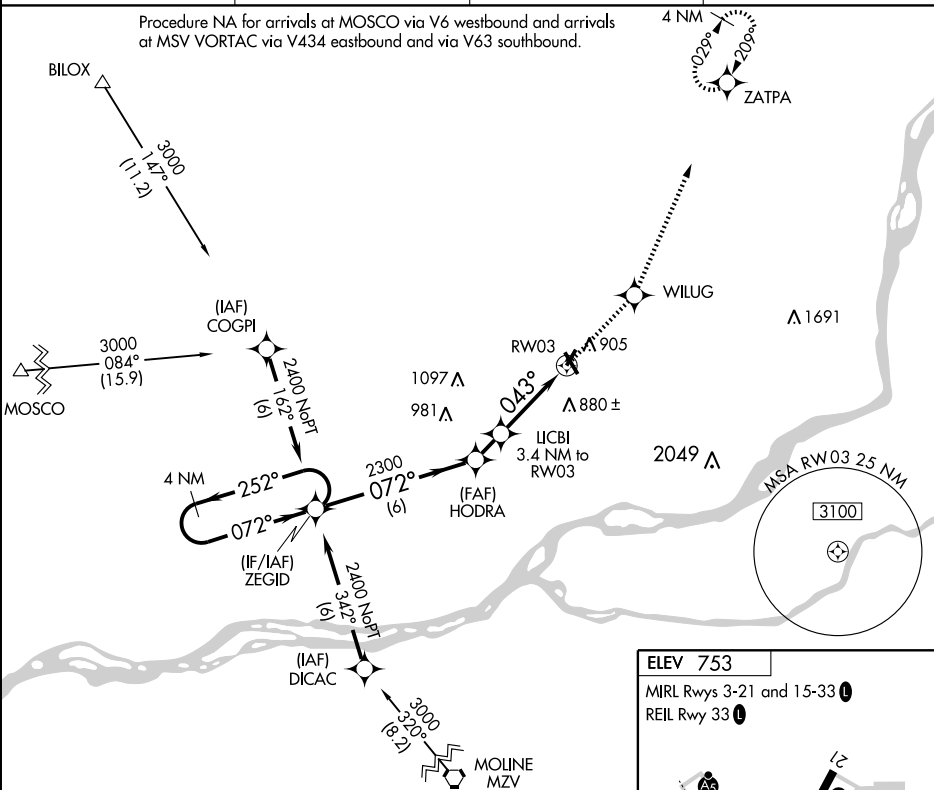
# RNAV (GPS) RWY 3 DAVENPORT MUNI (DVN)

**▼** DME/DME RNP-0.3 NA.  
**▲** If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.  
 VDP NA when using Quad City Intl altimeter setting.

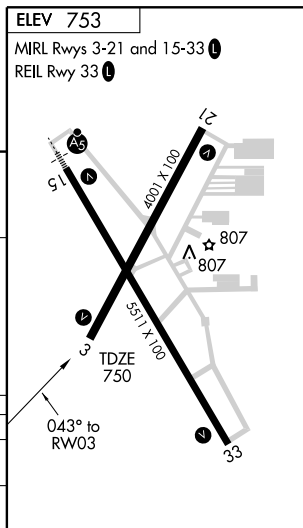
MISSED APPROACH: Climb to 3000 direct  
 WILUG and left turn via 023° track to  
 ZATPA and hold.

AWOS-3 <b>120.175</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	CLNC DEL <b>118.35</b>	UNICOM <b>123.0 (CTAF) ①</b>
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Procedure NA for arrivals at MOSCO via V6 westbound and arrivals  
 at MSV VORTAC via V434 eastbound and via V63 southbound.



4 NM Holding Pattern		ZEGID		3000 ↑		WILUG ✧		023° Track ↷		ZATPA ✧	
2400		← 252° 072° →		072°		2300 *		043°		1880	
		6 NM		1.3 NM		2.3 NM		1.1			
CATEGORY		A		B		C		D			
LNAV MDA		1140-1		390 (400-1)				1140-1¼		390 (400-1¼)	
CIRCLING		1220-1		467 (500-1)		1220-1½		467 (500-1½)		1320-2	
						567 (500-1½)				567 (600-2)	



WAAS CH <b>81821</b> <b>W15A</b>	APP CRS <b>149°</b>	Rwy Idg TDZE Apt Elev	<b>5511</b> <b>751</b> <b>753</b>
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# RNAV (GPS) RWY 15 DAVENPORT MUNI (DVN)



DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).  
If local altimeter setting not received, use Quad City Intl altimeter setting and increase all DAs/MDAs 60 feet.  
VDP and Baro-VNAV NA when using Quad City Intl altimeter setting.  
For inoperative MALSR, increase LPV visibility all Cats. to ¾.

MALSR



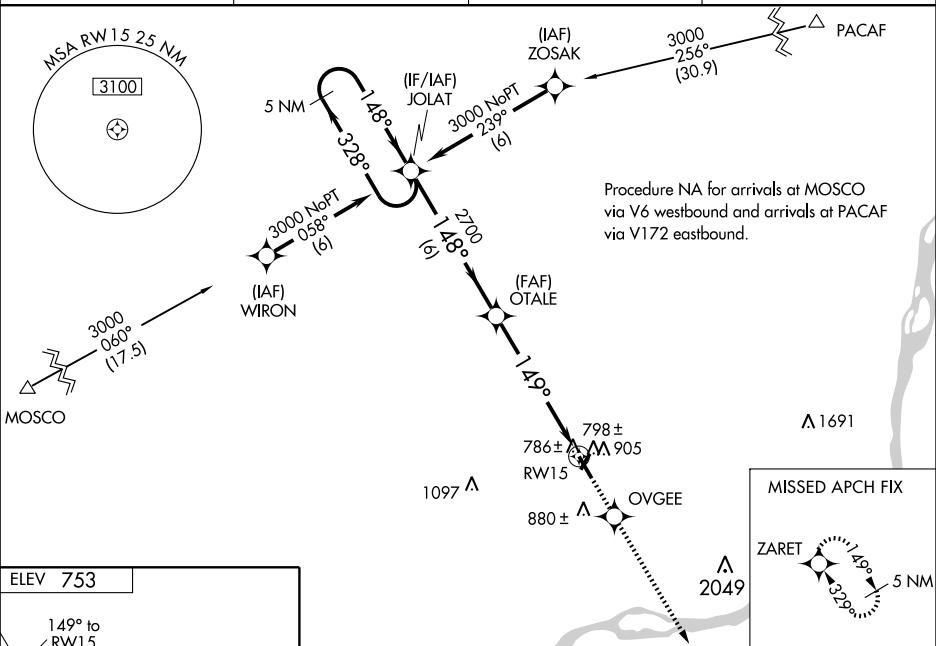
MISSED APPROACH: Climb to 3000 direct OVGEE and via 149° track to ZARET and hold.

AWOS-3  
**120.175**

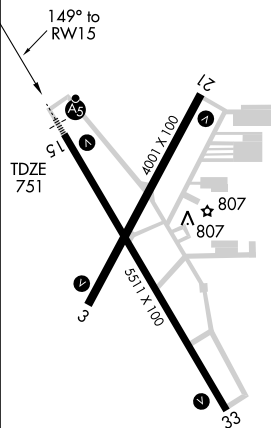
QUAD CITY APP CON ★  
**125.95 257.8**

CLNC DEL  
**118.35**

UNICOM  
**123.0** (CTAF) **0**



ELEV 753



REIL Rwy 33 **0**  
MIRL Rwy 3-21 and 15-33 **0**

DAVENPORT, IOWA

Amdt 1 09351

41°37'N-90°35'W

DAVENPORT MUNI (DVN)  
RNAV (GPS) RWY 15

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010



APP CRS	Rwy Idg	4001
209°	TDZE	750
	Apt Elev	753

RNAV (GPS) RWY 21  
DAVENPORT MUNI (DVN)

**T** DME/DME RNP-0.3 NA.  
**A** If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climbing right turn to 3000 direct ZATPA and hold.

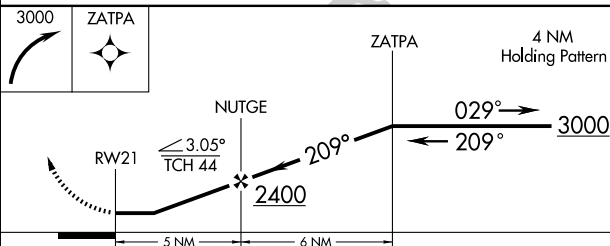
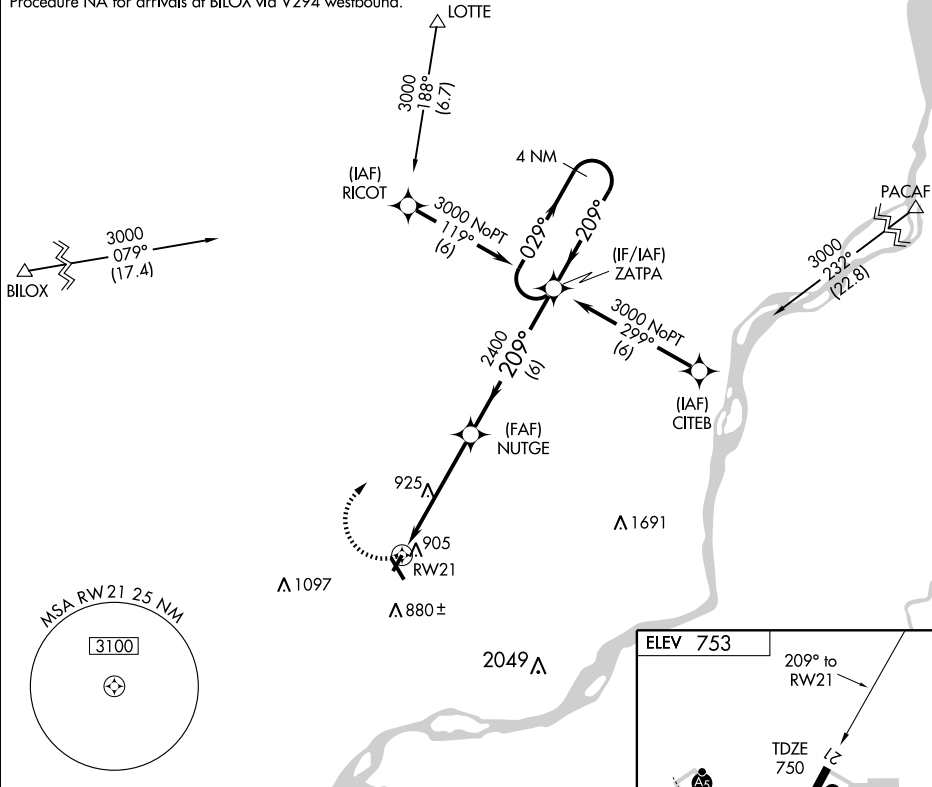
AWOS-3  
120.175

QUAD CITY APP CON★  
125.95 257.8

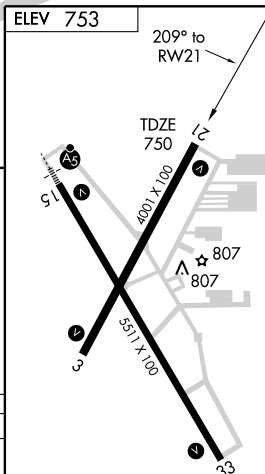
CLNC DEL  
**118.35**

UNICOM  
123.0 (CTAF) **L**

Procedure NA for arrivals at BILOX via V294 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1180-1	430 (500-1)	1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)
CIRCLING	1220-1	467 (500-1)	1220-1½ 467 (500-1½)	1320-2 567 (600-2)



REIL Rwy 33 **L**  
MIRL Rwys 3-21 and 15-33 **L**

DAVENPORT, IOWA  
Orig 09351

41°37'N-90°35'W

DAVENPORT MUNI (DVN)  
RNAV (GPS) RWY 21

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS <b>329°</b>	Rwy Idg <b>5511</b>
	TDZE <b>751</b>
	Apt Elev <b>753</b>

# RNAV (GPS) RWY 33

DAVENPORT MUNI (DVN)

**▼** Circling NA at night. DME/DME RNP-0.3 NA.  
**▲** If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.  
 VDP NA when using Quad City Intl altimeter setting.

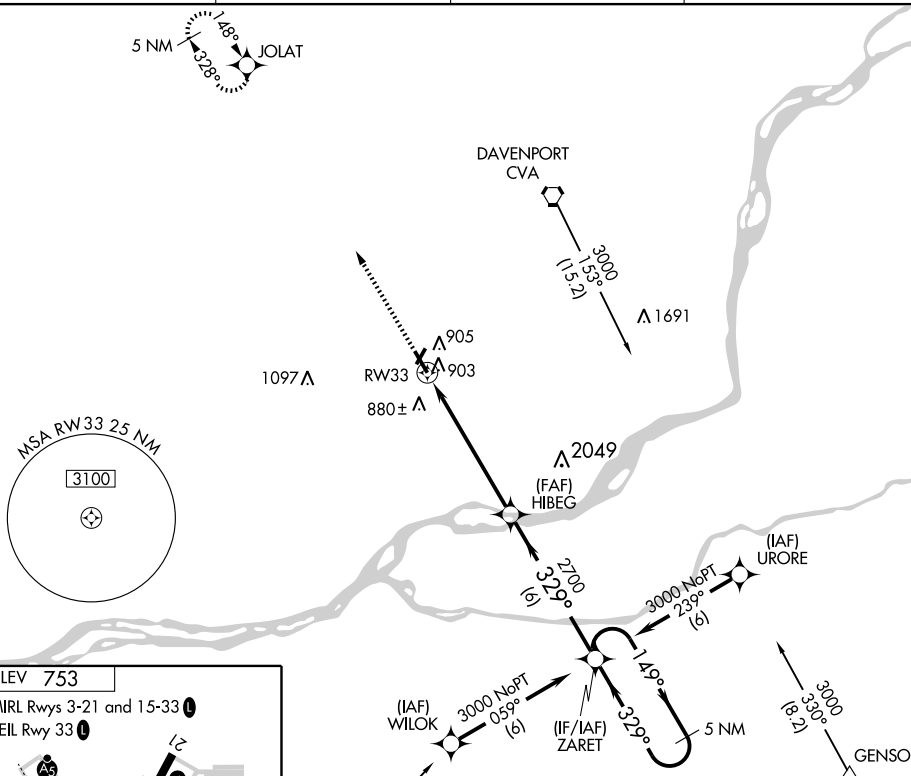
MISSED APPROACH: Climb to 3000 direct JOLAT and hold.

AWOS-3  
**120.175**

QUAD CITY APP CON ★  
**125.95 257.8**

CLNC DEL  
**118.35**

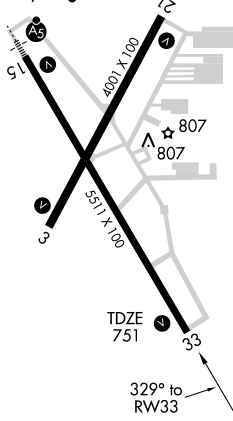
UNICOM  
**123.0 (CTAF) 0**



ELEV 753

MIRL Rwy 3-21 and 15-33 0

REIL Rwy 33 0



3000	JOLAT	HIBEG	ZARET	5 NM Holding Pattern
		1.2 NM to RW33	3.05° TCH 48	149° 3000
		1.2 NM	4.7 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	1160-1	409 (500-1)	1160-1 1/4	409 (500-1 1/4)
CIRCLING	1220-1	467 (500-1)	1220-1 1/2	1320-2
			467 (500-1 1/2)	567 (600-2)

VORTAC CVA <b>113.8</b> Chan <b>85</b>	APP CRS <b>035°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>750</b> <b>753</b>
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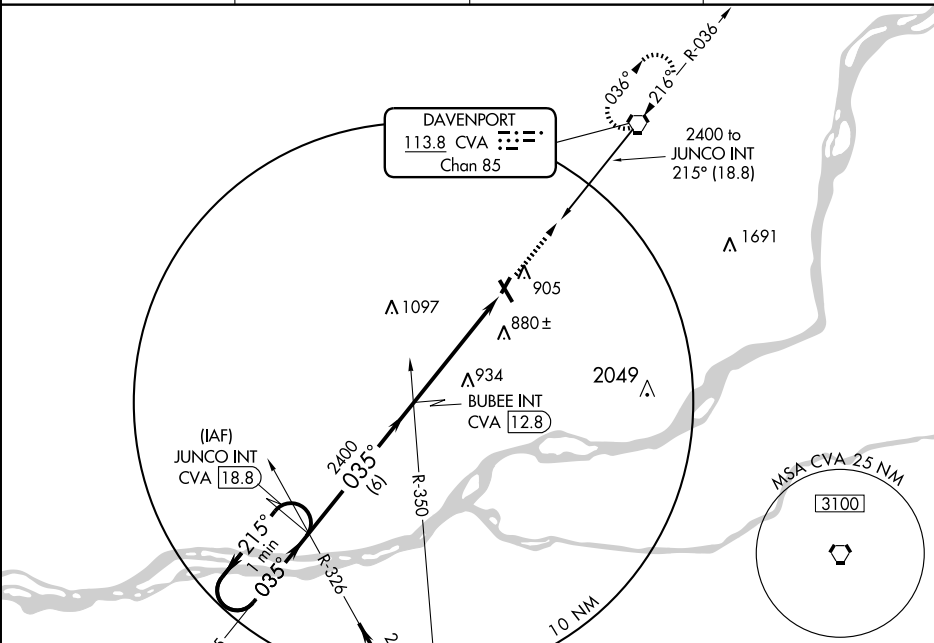
# VOR RWY 3

## DAVENPORT MUNI (DVN)

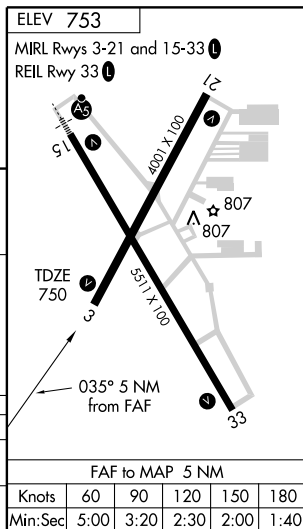
▼ If local altimeter setting not received, use Quad City Intl altimeter setting and increase all MDAs 60 feet.  
▲ VDP NA when using Quad City Intl altimeter setting.

MISSED APPROACH: Climb to 2400 direct CVA VORTAC and hold.

AWOS-3 <b>120.175</b>	QUAD CITY APP CON ★ <b>125.95 257.8</b>	CLNC DEL <b>118.35</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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One Minute Holding Pattern		JUNCO INT CVA (18.8)	BUBEE INT CVA (12.8)	2400 CVA (113.8)
2400 ← 215° / 035° →		2400	2400	2400
		6 NM	3.6 NM	1.4 NM
CATEGORY	A	B	C	D
S-3	1240-1	490 (500-1)	1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)
CIRCLING	1240-1	487 (500-1)	1240-1½ 487 (500-1½)	1320-2 567 (600-2)



VORTAC CVA <b>113.8</b> Chan <b>85</b>	APP CRS <b>216°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>750</b> <b>753</b>
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**VOR RWY 21**  
DAVENPORT MUNI (DVN)

**▽** If local altimeter setting not received, use Quad City Intl  
**▲** altimeter setting and increase all MDAs 60 feet.

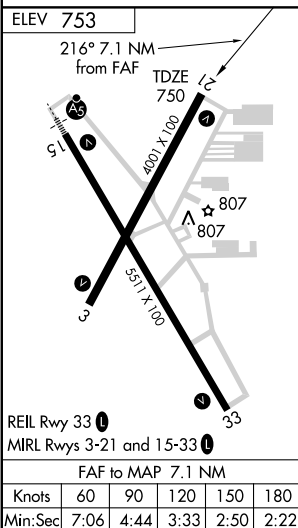
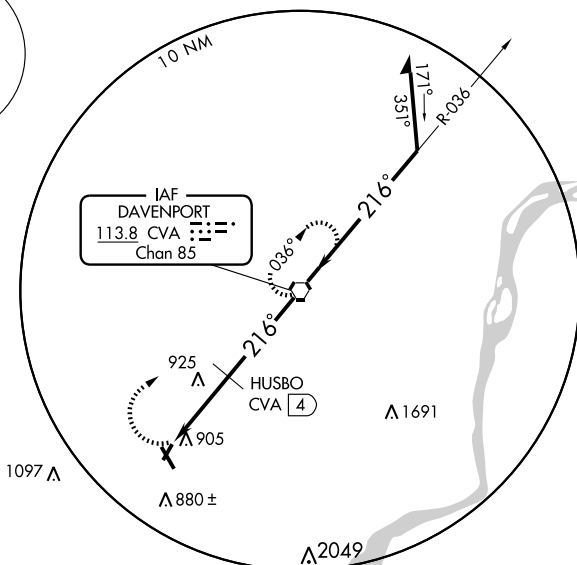
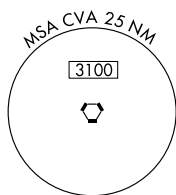
MISSED APPROACH: Climbing right turn to 2400 direct  
CVA VORTAC and hold.

ASOS-3  
**120.175**

QUAD CITY APP CON★  
**125.95 257.8**

CLNC DEL  
**118.35**

UNICOM  
**123.0 (CTAF) 0**



ELEV 753		216° 7.1 NM from FAF		TDZE 750	
2400		CVA 113.8		VORTAC	
HUSBO CVA 4		CVA 7.1		1240	
3.1 NM		4 NM		2400	
CATEGORY	A	B	C	D	
S-21	1240-1 490 (500-1)		1240-1¼ 490 (500-1¼)	1240-1½ 490 (500-1½)	
CIRCLING	1240-1 487 (500-1)		1240-1½ 487 (500-1½)	1320-2 567 (600-2)	
HUSBO FIX MINIMUMS					
S-21	1180-1 430 (500-1)		1180-1¼ 430 (500-1¼)	1180-1½ 430 (500-1½)	
CIRCLING	1220-1 467 (500-1)		1220-1½ 467 (500-1½)	1320-2 567 (600-2)	

DAVENPORT, IOWA  
Amdt 8 09351

41°37'N - 90°35'W

DAVENPORT MUNI (DVN)  
**VOR RWY 21**

**DECORAH MUNI** (DEH) 2 SE UTC-6(-5DT) N43°16.53' W91°44.36'

1158 B S4 FUEL 100LL, JET A NOTAM FILE DEH  
 RWY 11-29: H4001X75 (CONC) S-28 MIRL 0.3% up SE

RWY 11: REIL. PAPI(P2L)

RWY 29: REIL. VASI(V4L)—GA 3.5° TCH 47'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat continuously, Sun on call.

Attendance schedule Sun call 563-382-8338. Parachute  
 Jumping. MIRL Rwy 11-29 preset on low ints, to increase ints and  
 ACTIVATE VASI Rwy 29 and PAPI Rwy 11 and REIL Rwy 11 and Rwy  
 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.925 (563) 382-2990.

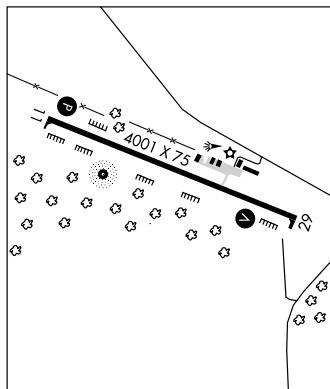
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 118.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'  
 W91°32.24' 263° 8.9 NM to fld. 1288/5E.

NDB (MHW) 236 DEH N43°16.51' W91°44.61' at fld.  
 NOTAM FILE DEH. Unmonitored.



CHICAGO  
 L-28F  
 IAP

**DENISON MUNI** (DNS) 2 SW UTC-6(-5DT) N41°59.20' W95°22.83'

1274 B FUEL 100LL, JET A NOTAM FILE DNS  
 RWY 12-30: H5000X75 (CONC) S-28, D-48 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 18-36: 2019X105 (TURF)

RWY 06-24: 1790X178 (TURF)

RWY 06: Tree. RWY 24: Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z after 2300Z, call  
 712-677-2730. For fuel svc and arpt information call arpt  
 manager 712-263-6424 or fax 712-263-8349. Rwy 18-36 and  
 Rwy 06-24 CLOSED Nov-Apr. Rwy 30 is calm wind rwy. Rwy 06,  
 Rwy 24, Rwy 18 and Rwy 36 thlds and sides marked with yellow  
 cones. Rwy lgt for Rwy 12-30 located 25' inside boundary of Rwy  
 06-24. MIRL Rwy 12-30 preset low ints, to increase ints and  
 ACTIVATE PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy  
 30—CTAF. Rwy 12-30 has soft shoulders.

**WEATHER DATA SOURCES:** AWOS-3 119.95 (712) 263-6558.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

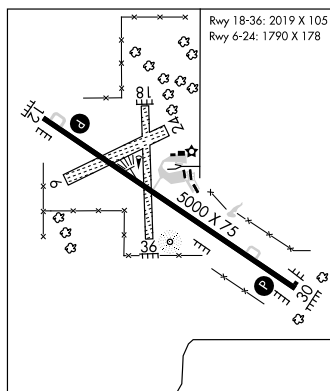
RCO 122.25 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 119.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 108° 47.2 NM to fld. 1087/9E.  
 HIWAS.

NDB (MHW) 350 DNS N41°59.03' W95°22.76' at fld. NOTAM FILE DNS. Unmonitored.



OMAHA  
 H-5C, L-121  
 IAP

NDB DEH <b>236</b>	APP CRS <b>288°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1158</b> <b>1158</b>
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# NDB RWY 29

DECORAH MUNI (DEH)

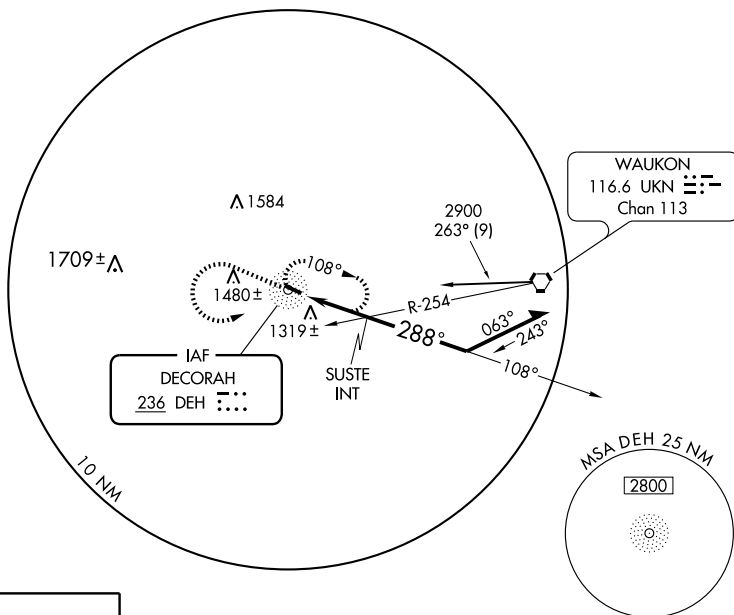
**⚠** When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet and Cat. A visibility ¼ mile.

**MISSED APPROACH:** Climb to 2900 then left turn direct DEH NDB and hold.

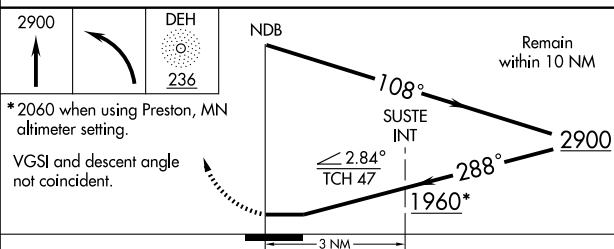
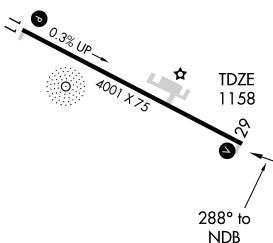
AWOS-3  
**120.925**

MINNEAPOLIS CENTER  
**118.85**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1158



CATEGORY	A	B	C	D
S-29	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
CIRCLING	1960-1 802 (900-1)	1960-1¼ 802 (900-1¼)	NA	
SUSTE FIX MINIMUMS				
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	

REIL Rwy 11 and 29 **0**  
MIRL Rwy 11-29 **0**

APP CRS <b>294°</b>	Rwy Idg <b>4001</b>
	TDZE <b>1158</b>
	Apt Elev <b>1158</b>

# RNAV (GPS) RWY 29

DECORAH MUNI (DEH)

**▼** DME/DME RNP -0.3 NA.  
**▲** When local altimeter setting not received, use Preston, MN altimeter setting and increase all MDAs 100 feet.  
 VDP NA when using Preston, MN altimeter setting.

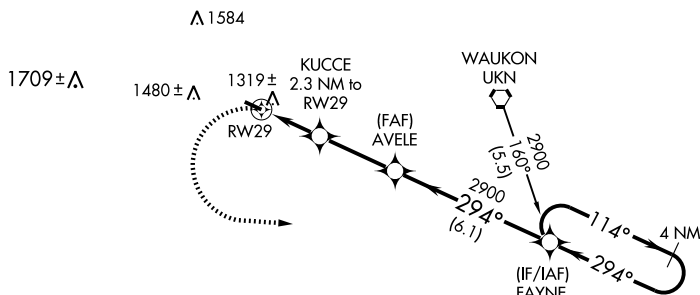
MISSED APPROACH: Climbing left turn to 2900 direct FAYNE and hold.

AWOS-3  
**120.925**

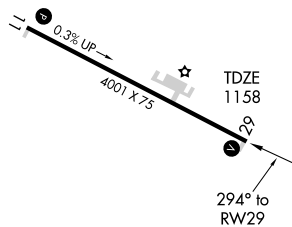
MINNEAPOLIS CENTER  
**118.85**

UNICOM  
**122.8 (CTAF)**

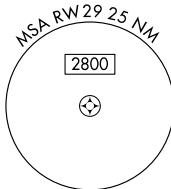
Procedure NA for arrivals on UKN VORTAC radials 116 CW 216.



ELEV 1158



REIL Rwy 11 and 29 **①**  
 MRL Rwy 11-29 **①**



2900	FAYNE	VGSI and descent angles not coincident				4 NM Holding Pattern
		KUCCE 2.3 NM to RW29	AVELE	FAYNE		
CATEGORY	A		B	C	D	
LNAV MDA	1580-1 422 (500-1)		NA			
CIRCLING	1620-1 462 (500-1)		NA			

VORTAC UKN <b>116.6</b> Chan <b>113</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev <b>1158</b>	<b>4001</b> <b>1158</b>
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# VOR RWY 29

DECORAH MUNI (DEH)

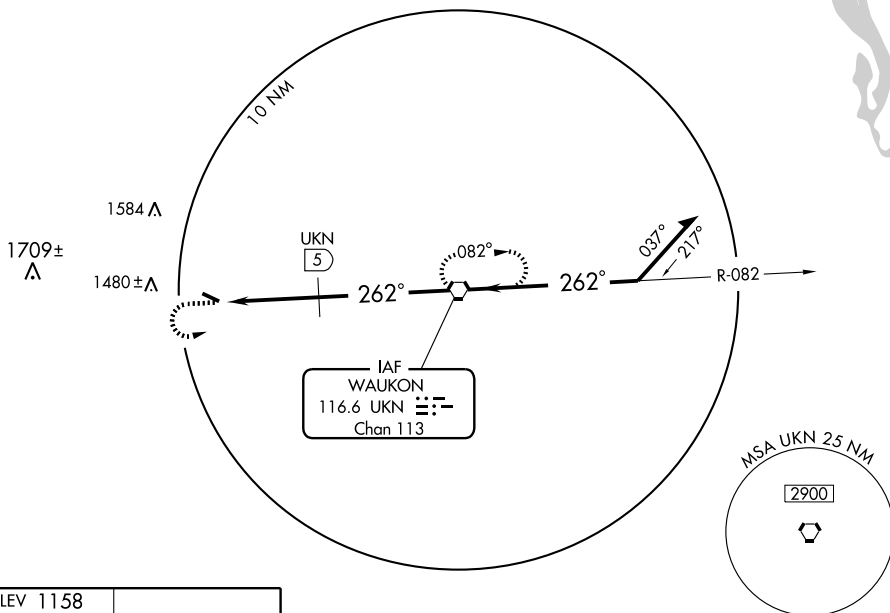


MISSED APPROACH: Climb to 2900 then left turn direct UKN VORTAC and hold.

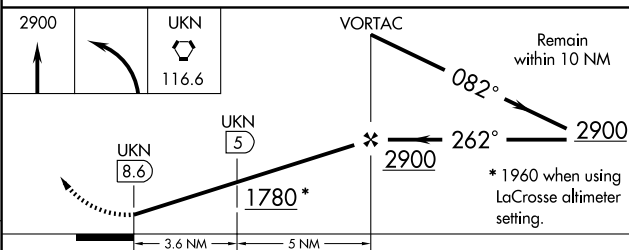
AWOS-3  
**120.925**

MINNEAPOLIS CENTER  
**118.85**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1158



CATEGORY	A	B	C	D
S-29	1780-1	622 (700-1)	NA	
CIRCLING	1780-1	622 (700-1)	NA	
DME MINIMUMS				
S-29	1580-1	422 (500-1)	NA	
CIRCLING	1620-1	462 (500-1)	NA	

REIL Rwy 11 and 29 0

MIRL Rwy 11-29 0

FAF to MAP 8.6 NM

Knots	60	90	120	150	180
Min:Sec	8:36	5:44	4:18	3:26	2:52



**DECORAH MUNI** (DEH) 2 SE UTC-6(-5DT) N43°16.53' W91°44.36'

1158 B S4 FUEL 100LL, JET A NOTAM FILE DEH  
 RWY 11-29: H4001X75 (CONC) S-28 MIRL 0.3% up SE

RWY 11: REIL. PAPI(P2L)

RWY 29: REIL. VASI(V4L)—GA 3.5° TCH 47'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat continuously, Sun on call.

Attendance schedule Sun call 563-382-8338. Parachute  
 Jumping. MIRL Rwy 11-29 preset on low ints, to increase ints and  
 ACTIVATE VASI Rwy 29 and PAPI Rwy 11 and REIL Rwy 11 and Rwy  
 29—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.925 (563) 382-2990.

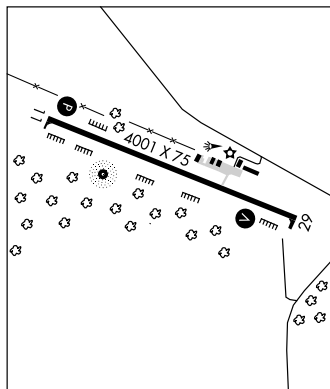
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 118.85

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'  
 W91°32.24' 263° 8.9 NM to fld. 1288/5E.

NDB (MHW) 236 DEH N43°16.51' W91°44.61' at fld.  
 NOTAM FILE DEH. Unmonitored.



CHICAGO  
 L-28F  
 IAP

**DENISON MUNI** (DNS) 2 SW UTC-6(-5DT) N41°59.20' W95°22.83'

1274 B FUEL 100LL, JET A NOTAM FILE DNS  
 RWY 12-30: H5000X75 (CONC) S-28, D-48 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 30: REIL. PAPI(P2L)—GA 3.0° TCH 33'. Tree.

RWY 18-36: 2019X105 (TURF)

RWY 06-24: 1790X178 (TURF)

RWY 06: Tree. RWY 24: Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z after 2300Z, call  
 712-677-2730. For fuel svc and arpt information call arpt  
 manager 712-263-6424 or fax 712-263-8349. Rwy 18-36 and  
 Rwy 06-24 CLOSED Nov-Apr. Rwy 30 is calm wind rwy. Rwy 06,  
 Rwy 24, Rwy 18 and Rwy 36 thlds and sides marked with yellow  
 cones. Rwy lgt for Rwy 12-30 located 25' inside boundary of Rwy  
 06-24. MIRL Rwy 12-30 preset low ints, to increase ints and  
 ACTIVATE PAPI Rwy 12 and Rwy 30 and REIL Rwy 12 and Rwy  
 30—CTAF. Rwy 12-30 has soft shoulders.

**WEATHER DATA SOURCES:** AWOS-3 119.95 (712) 263-6558.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

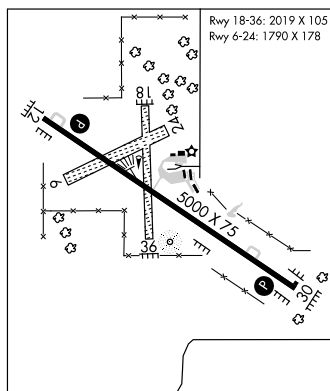
RCO 122.25 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 119.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 108° 47.2 NM to fld. 1087/9E.  
 HIWAS.

NDB (MHW) 350 DNS N41°59.03' W95°22.76' at fld. NOTAM FILE DNS. Unmonitored.



OMAHA  
 H-5C, L-121  
 IAP

NDB DNS	APP CRS	Rwy Idg	5000
350	295°	TDZE	1266
		Apt Elev	1274

# NDB RWY 30

DENISON MUNI (DNS)

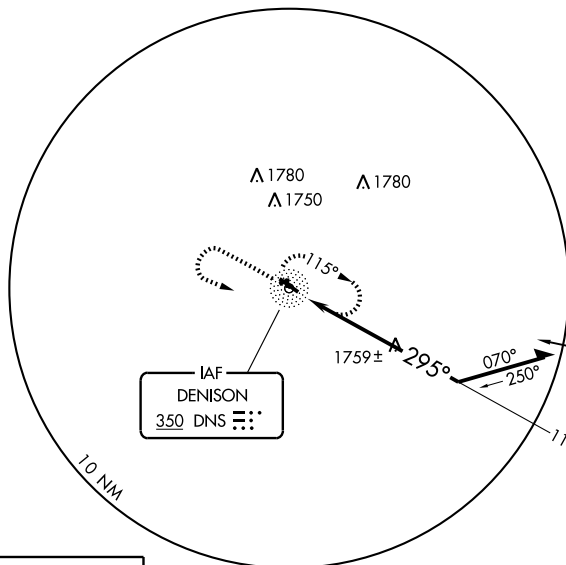
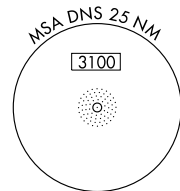
▼ Visibility reduction by helicopters NA.  
 ▲ NA When local altimeter setting not received, use Carroll altimeter setting and increase all MDA 80 feet and S-30/Circling Cat A and C visibility ¼ mile.

MISSED APPROACH: Climb to 3100 then left turn direct DNS NDB and hold.

AWOS-3  
119.95

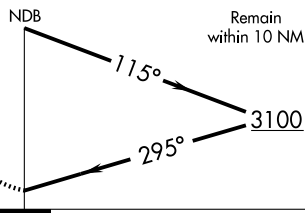
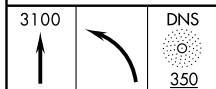
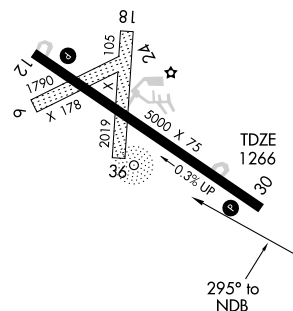
MINNEAPOLIS CENTER  
119.6 290.4

UNICOM  
122.8 (CTAF) 0



IAF  
DENISON  
350 DNS

ELEV 1274



CATEGORY	A	B	C	D
S-30	2120-1 854 (900-1)	2120-1¼ 854 (900-1¼)	2120-2½ 854 (900-2½)	NA
CIRCLING	2120-1 846 (900-1)	2120-1¼ 846 (900-1¼)	2120-2½ 846 (900-2½)	NA

MIRL Rwy 12-30 0  
 REIL Rwy 12 and 30 0

DENISON, IOWA  
 Amdt 6 09071

41°59'N - 95°23'W

DENISON MUNI (DNS)  
**NDB RWY 30**

WAAS Ch <b>90409</b> <b>W12A</b>	APP CRS <b>120°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1274</b> <b>1274</b>
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## RNAV (GPS) RWY 12

DENISON MUNI (DNS)

**▼** DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
**▲** NA BARO-VNAV and VDP NA when using Carroll altimeter setting. When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV ¼ mile all Cats, UNAV Cat C ¼ mile, and circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3900 direct OTLAZ and hold.

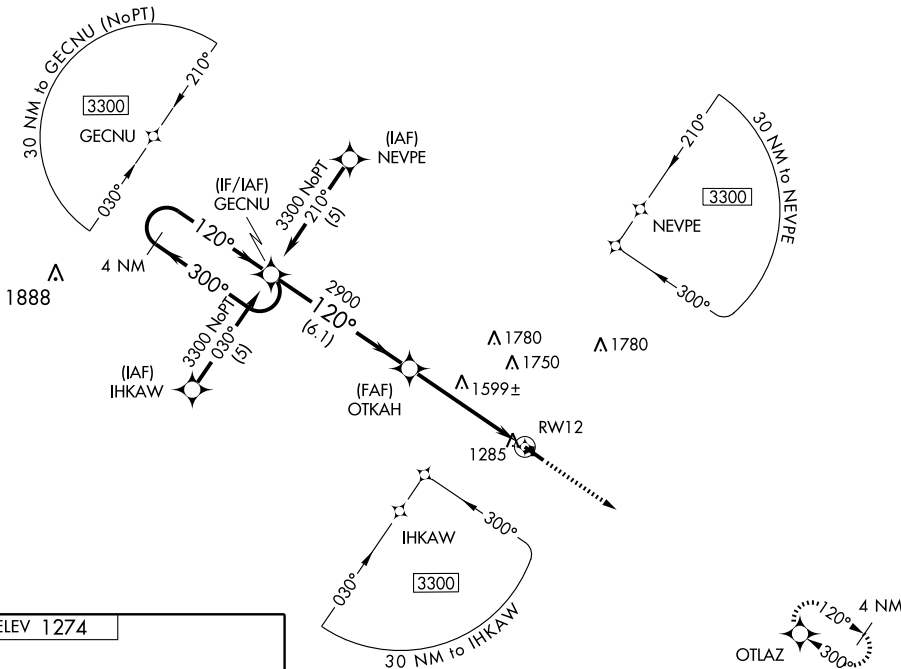
AWOS-3

**119.95**

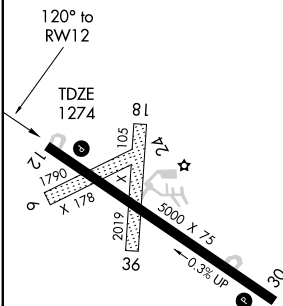
MINNEAPOLIS CENTER

**119.6 290.4**

UNICOM

**122.8 (CTAF) 0**

ELEV 1274

4 NM  
Holding Pattern

GECNU

3900

OTLAZ

\*LNAV only

3300

GS 3.00°

TCH 40

VGSI and RNAV  
glidepath not coincident.

OTKAH

2900

1.8 NM  
to RWY 12\*

RWY 12

6.1 NM

3.1 NM

1.8

CATEGORY	A	B	C	D
LPV DA	1524-1	250 (300-1)		NA
LNAV/VNAV DA	1554-1	280 (300-1)		NA
LNAV MDA	1860-1	586 (600-1)	1860-1½ 586 (600-1½)	NA
CIRCLING	1860-1 586 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA

MIRL Rwy 12-30 0

REIL Rwy 12 and 30 0

DENISON, IOWA

Amdt 1 08269

DENISON MUNI (DNS)

41°59'N - 95°23'W

RNAV (GPS) RWY 12

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

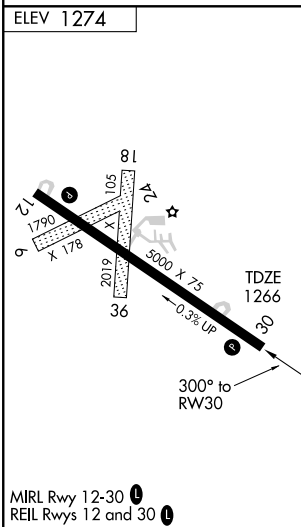
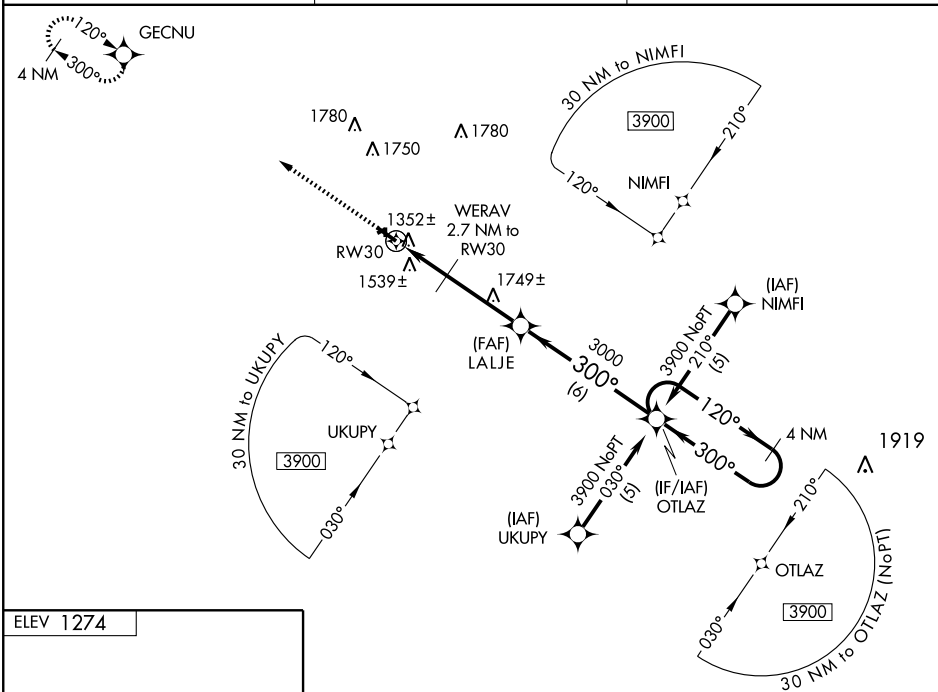
WAAS Ch <b>45908</b> <b>W30A</b>	APP CRS <b>300°</b>	Rwy Idg TDZE <b>1266</b> Apt Elev <b>1274</b>	<b>5000</b> <b>1266</b> <b>1274</b>
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# RNAV (GPS) RWY 30

DENISON MUNI (DNS)

<p><b>▽</b> DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p><b>△ NA</b> When local altimeter setting not received, use Carroll altimeter setting and increase all DA 72 feet and all MDA 80 feet. Increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C ¼ mile, and circling Cat C ¼ mile. BARO-VNAV NA when using Carroll altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).</p>	<p>MISSED APPROACH: Climb to 3300 direct GECNU and hold.</p>
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AWOS-3 <b>119.95</b>	MINNEAPOLIS CENTER <b>119.6 290.4</b>	UNICOM <b>122.8 (CTAF) ①</b>
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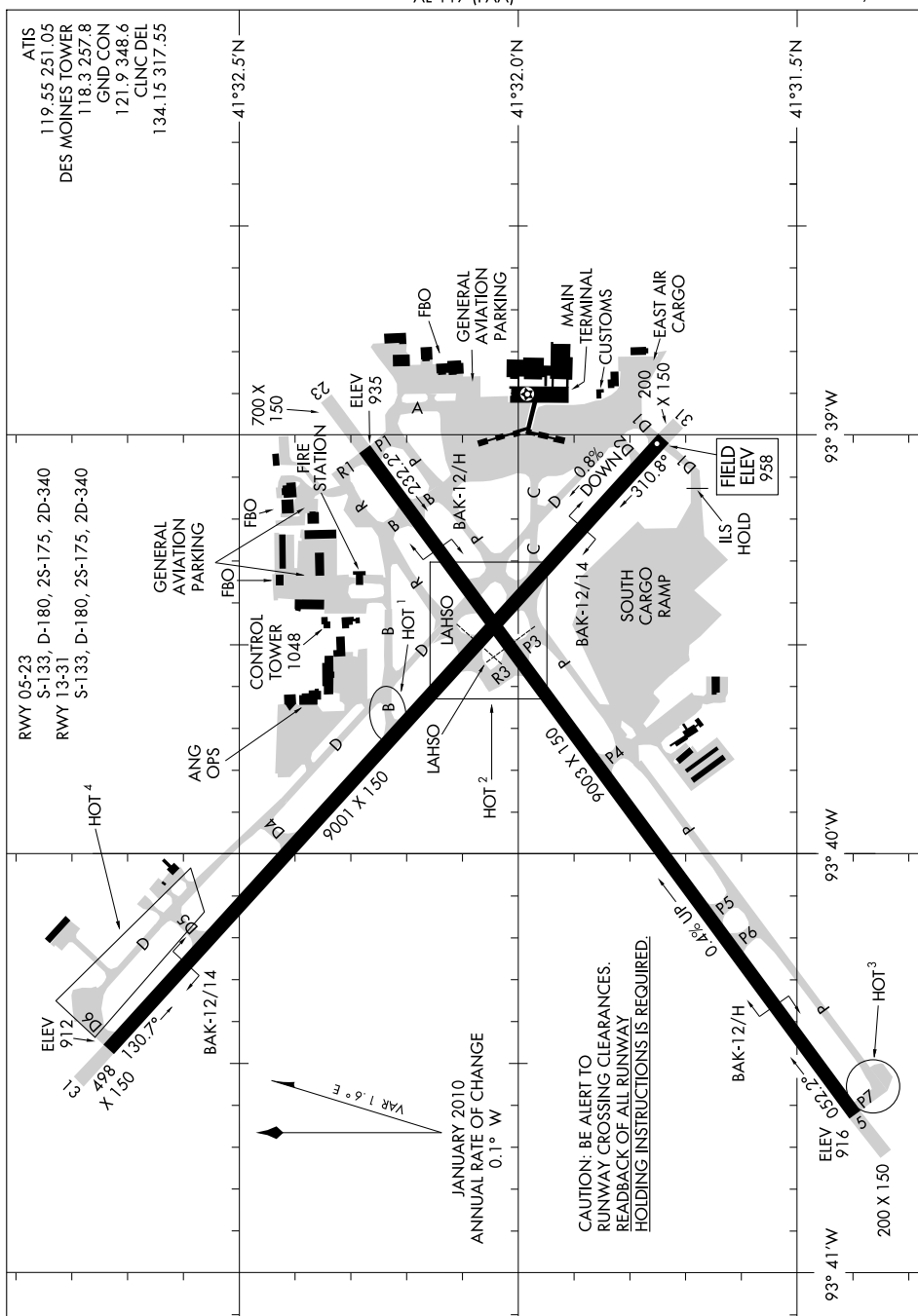
3300	GECNU	WERAV 2.7 NM to RWY 30	LALJE	OTLAZ	4 NM Holding Pattern
*LNAV only					
		2140*	3000	3900	GS 3.00° TCH 40
		2.7 NM	2.6 NM	6 NM	VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D	
LPV DA	1551-1	285 (300-1)		NA	
LNAV/VNAV DA	1853-2	587 (600-2)		NA	
LNAV MDA	1800-1	534 (600-1)	1800-1½ 534 (600-1½)	NA	
CIRCLING	1840-1 566 (600-1)	1880-1 606 (700-1)	1880-1¾ 606 (700-1¾)	NA	

## AIRPORT DIAGRAM

AL-117 (FAA)

DES MOINES INTL (DSM)  
DES MOINES, IOWA

NC-3, 26 AUG 2010 to 23 SEP 2010



## AIRPORT DIAGRAM

DES MOINES, IOWA  
DES MOINES INTL (DSM)

## DES MOINES

DES MOINES INTL (DSM) 3 SW UTC-6(-5DT) N41°32.04' W93°39.79'

OMAHA

958 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LRA Class I, ARFF Index C

H-5C, L-12J

NOTAM FILE DSM

IAP, AD

RWY 05-23: H9003X150 (ASPH-CONC) S-133, D-180, 2S-175, 2D-340 HIRL

RWY 05: PAPI(P4L)—GA 3.0° TCH 56'. 0.4% up.

RWY 23: REIL: PAPI(P4L)—GA 3.0° TCH 56'. Pole.

RWY 13-31: H9001X150 (ASPH-GRVD) S-133, D-180, 2S-175, 2D-340 HIRL CL

RWY 13: MALSR. VASI(V4L)—GA 3.0° TCH 56'.

RWY 31: ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 56'. Rgt tfc. 0.8% down.

## LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 05	13-31	6350
RWY 13	05-23	5950

## ARRESTING GEAR/SYSTEM

RWY 05 ←TYPE-H BAK-12B(B) (1475')

TYPE-H BAK-12B(B) (1353') →RWY 23

RWY 13 ←BAK-14 BAK-12B(B) (1371')

BAK-14 BAK-12B(B) (1320') →RWY 31

AIRPORT REMARKS: Attended continuously. PAEW adjacent all surfaces

Apr-Oct 1330-2230Z† Mon-Fri; mowing ops. Birds on and invof arpt. Arpt director requires 24 hrs notice on transportation of explosives by civil acft. Use of Air National Guard ramp is official business only. PPR for Air National Guard ramp. Ctc Hawki ops inbound on VHF 252.9. Normal Air National Guard hours are Tues-Fri 1300-2330Z† exc holidays. DSN 261-8250 or 8278, C515-261-8250/8278. TWR has limited visibility on Twy D between Twy D-5, Twy D-6, Twy P-7 and AER 05. Terminal ramp taxilane between Twy C and Twy D restricted to B757 and smaller acft. Rwy 05 touchdown rwy visual range avbl. Rwy 13 and Rwy 31 touchdown, midpoint and rollout rwy visual range avbl. Contract fuel not avbl, government contractors may accept government credit card. Informal noise abatement procedures in effect. Expect ATC to assign preferred rwy. Specific operational procedures in effect when using gates C-2 and C-4. Terminal ramp all gates air carrier deicing prior to pushback unless approved by arpt director. Flight Notification Service (ADCUS) avbl, Mon-Fri 1430-2300Z†. For Sat, Sun Holidays and ngt customs svc, make appointments Mon-Fri 1430-2300Z†. At least 3 hr advance notice required. NOTE: See Special Notices—Continuous Power Facilities.

WEATHER DATA SOURCES: ASOS (515) 287-1012. HIWAS 117.5 DSM. WSP.

COMMUNICATIONS: ATIS 119.55 (515) 974-8046 UNICOM 122.95

RCO 122.65 (FORT DODGE RADIO)

Ⓡ APP/DEP CON: 123.9 (306°-127° Rwy 13-31) (049°-231° Rwy 05-23) 135.2 (127°-306° Rwy 13-31) (231°-049° Rwy 05-23) 118.6 Utilized as APCH secondary freq, all sectors.

TOWER 118.3 GND CON 121.9 CLNC DEL 134.15

AIRSPACE: CLASS C svc ctc APP CON.

RADIO AIDS TO NAVIGATION: NOTAM FILE DSM.

(H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 347° 5.9 NM to fld. 940/7E. HIWAS.

FOREM NDB (LOM) 344 DS N41°28.93' W93°34.85' 307° 4.8 NM to fld.

ILS 110.3 I-DSM Chan 40 Rwy 31 Class IIIE. LOM FOREM NDB.

ILS 111.9 I-VGU Rwy 13 Class IB. LOC unusable beyond 11° left of course and beyond 10° right of course.

ILS/DME 111.5 I-DWW Chan 52 Rwy 05. Class IA.

COMM/NAV/WEATHER REMARKS: Contact Gnd Control on 121.9 prior to pushback on the terminal apron.

MORNINGSTAR FLD (Y76) 3 N UTC-6(-5DT) N41°39.26' W93°38.46'

OMAHA

805 NOTAM FILE FOD

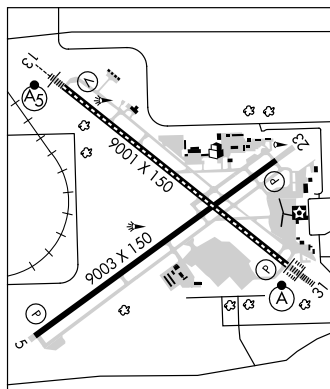
RWY 18-36: 2260X120 (TURF)

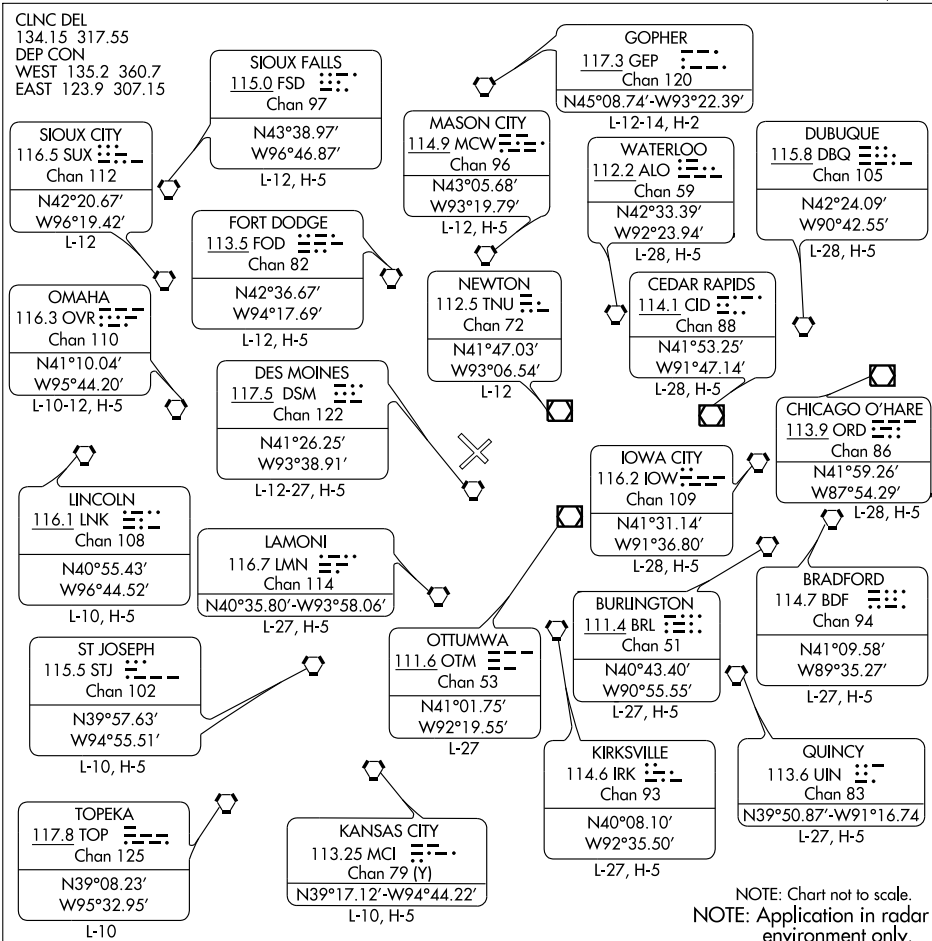
RWY 18: Road. RWY 36: Road.

AIRPORT REMARKS: Unattended. Waterfowl on and invof arpt.

COMMUNICATIONS: CTAF 122.9

DRAKE (See RADCLIFFE)





NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

## DEPARTURE ROUTE DESCRIPTION

Maintain runway heading; expect vector to assigned route/fix. Maintain 5000' or assigned lower altitude. Expect clearance to filed altitude 10 minutes after departure.

LOC I-DSM <b>110.3</b> Chan <b>40</b>	APCH CRS <b>309°</b>	Rwy Idg <b>9001</b> TDZE <b>957</b> Arpt Elev <b>957</b>
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JAL-117 [USAF]

DES MOINES INTL (KDSM)

**T** NOTE: Use I-DSM DME while on the LOC course.  
\* When ALS inop, increase S-ILS CAT E RVR to 40 and  
vis to  $\frac{3}{4}$  miles. S-LOC CAT E vis to  $1\frac{1}{4}$  miles.

ALSF-2

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE INT/DSM 12 DME and hold.

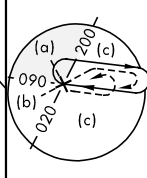
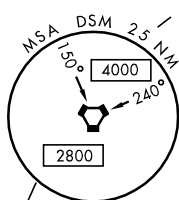
ATIS
119.55 251.05

DES MOINES APP CON  
135.2 360.7


ES MOINES TOWER  
118.3 257.8

GND CON	
21.9	348.6

CLNC DEL  
**134.15 317.55**




DME or RADAR  
REQUIRED

LOCALIZER 110.3  
I-DSM   
Chgn 40




1710  
- LOM  
FOREM  
4 DS

MIDDLE INT  
DSM  
12

DES MOINES  
117.5 DSM   
Chan 122  
N41° 26.25'  
W93° 38.91'

IAF
HALEO
DSM
25 DME
N41° 23.13'
W93° 05.94'

LAMONI  
116.7 LMN   
Chan 114

EMERG SAFE ALT  
100 NM 4000

I-DSM  
5.8  
FOREM

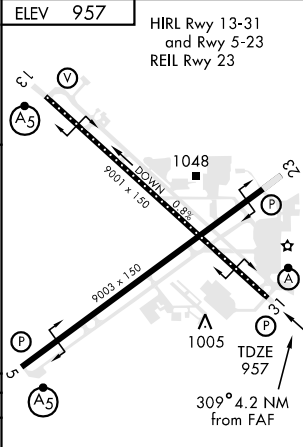
HALEO R-090  
DSM 25  
10.000

2365

10,000  
4000  
GS 3  
TCH

$$\frac{.00^\circ}{52}$$

CATEGORY	C	D	E
S-ILS 31 *	1157/18 200	(200-½)	1157/24 200 (200-½)
S-LOC 31 *	1320/40	363	(400-¾)
CIRCLING	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)



DES MOINES, IOWA  
Amdt 6A 05244

41° 32' N-93° 40' W

DES MOINES INTL (KDSM)

HI-ILS RWY 31

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010



LOC/DME I-DWW <b>111.5</b> Chan <b>52</b>	APP CRS <b>051°</b>	Rwy ldg TDZE <b>931</b> Apt Elev <b>957</b>
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# ILS or LOC RWY 5

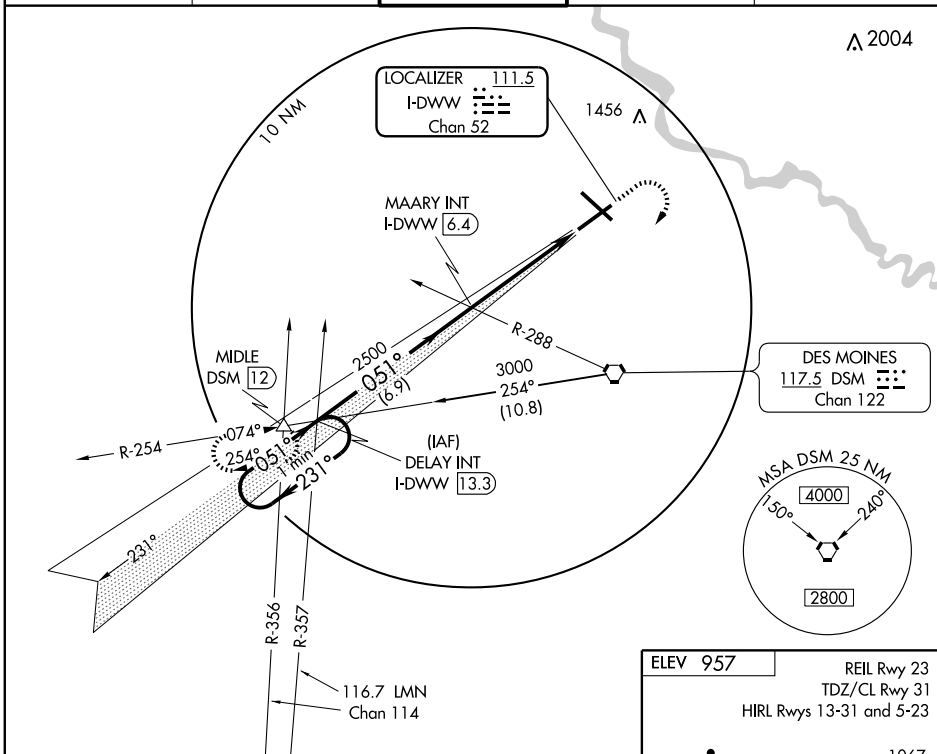
## DES MOINES INTL (DSM)


**V** \* VIS CAT A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

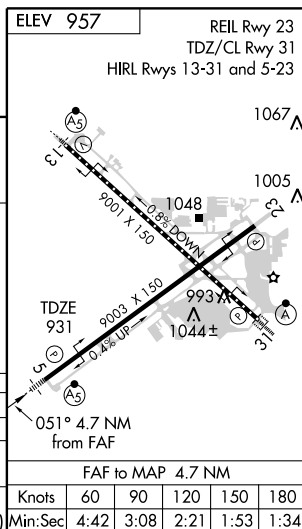


MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC, then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS <b>119.55 251.05</b>	DES MOINES APP CON <b>135.2 360.7</b>	DES MOINES TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.15 317.55</b>
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One Minute Holding Pattern	<div>DELAY INT I-DWW 13.3</div>					<div>1600</div> <div>↑</div>	<div>3000</div> <div>↷</div>	<div>DSM</div> <div></div> <div>117.5</div>	<div>DSM</div> <div>R-254</div>	<div>MIDDLE</div> <div>△</div>
	<div>MAARY INT I-DWW 6.4</div>					<div>I-DWW 1.7</div>				
<div>3000 ← 231°</div> <div>051° →</div> <div>051°</div> <div>2500</div> <div>2500</div> <div>6.9 NM</div> <div>4.7 NM</div>										
<div>GS 3.00°</div> <div>TCH 55</div>										
CATEGORY	A		B		C		D		E	
S-ILS 5	* 1131/24 200 (200-½)									
S-LOC 5	1360/24		429 (500-½)		1360/40		429 (500-¾)		1360/50 429 (500-1)	
CIRCLING	1380-1		1420-1		1420-1½		1520-2		1760-2¾	
	423 (500-1)		463 (500-1)		463 (500-1½)		563 (600-2)		803 (900-2¾)	



## ILS or LOC RWY 13

DES MOINES INTL (DSM)

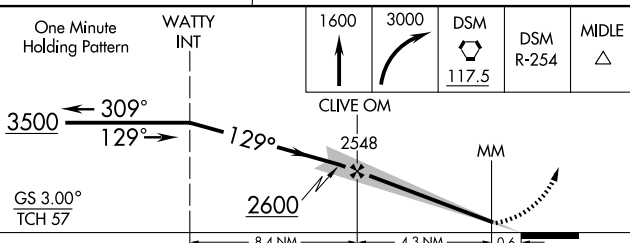
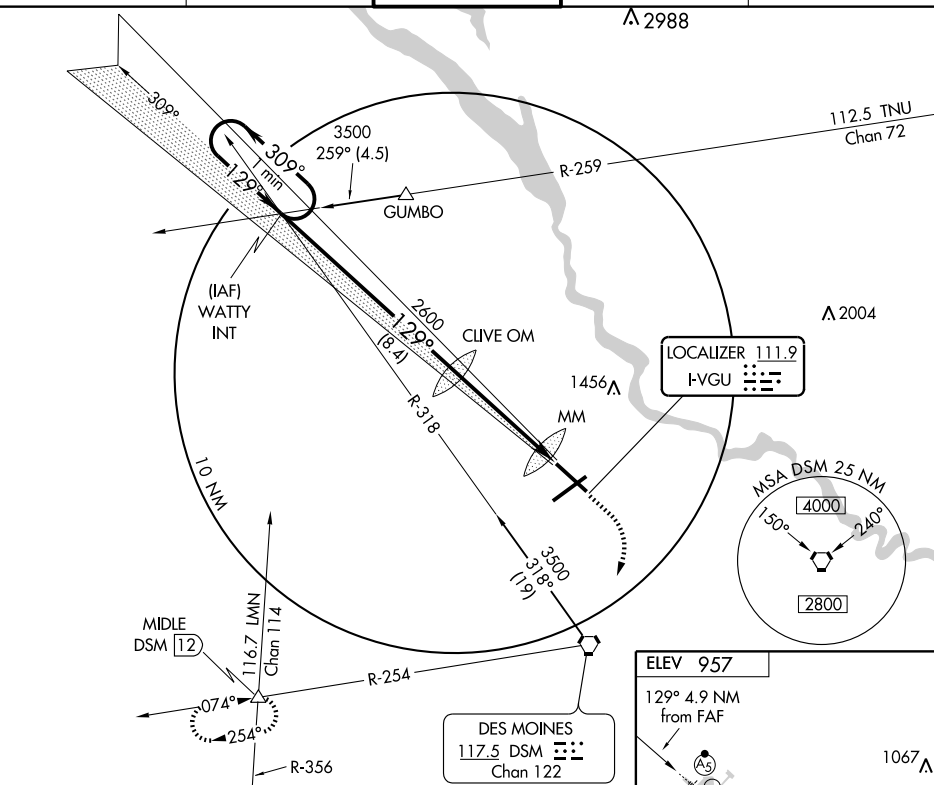
LOC I-VGU <b>111.9</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev <b>9001</b> <b>921</b> <b>957</b>
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▼ For inoperative MALSR increase Cat. E visibility to RVR 4000.  
▲

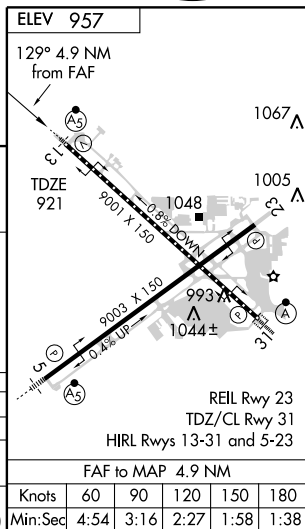
MALSR  
A5

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct DSM VORTAC then via DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS <b>119.55 251.05</b>	DES MOINES APP CON <b>135.2 360.7</b>	DES MOINES TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.15 317.55</b>
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CATEGORY	A	B	C	D	E
S-ILS 13	1121/24 200 (200-½)				
S-LOC 13	1380/24	459 (500-½)	1380/40 459 (500-¾)	1380/50	459 (500-1)
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)



## ILS or LOC RWY 31

DES MOINES INTL (DSM)

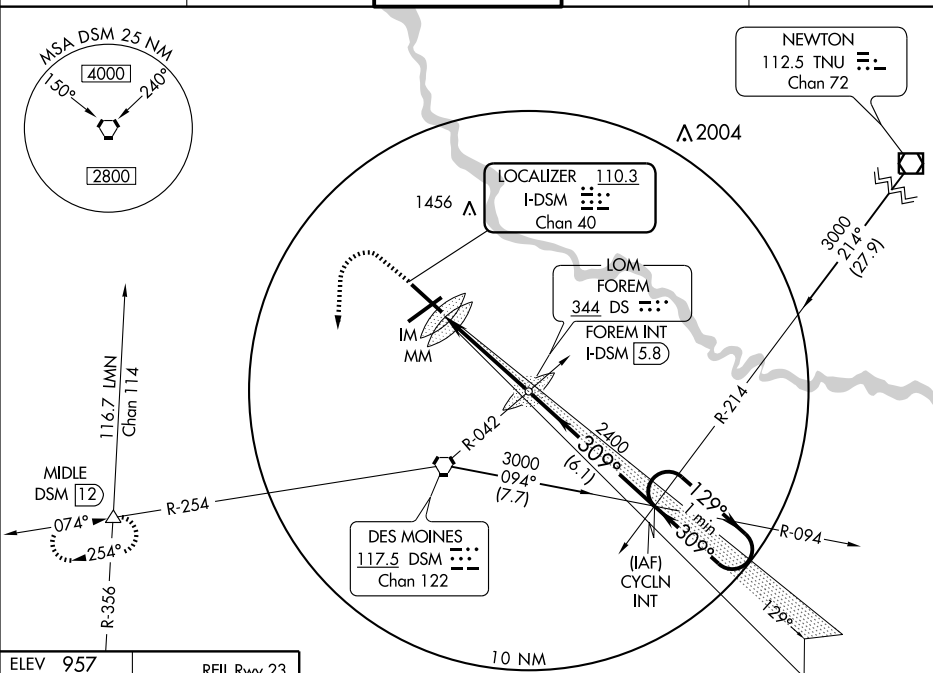
LOC/DME I-DSM <b>110.3</b> Chan 40	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>957</b> <b>957</b>
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For inoperative ALSF increase Cat. E visibility to RVR 4000.

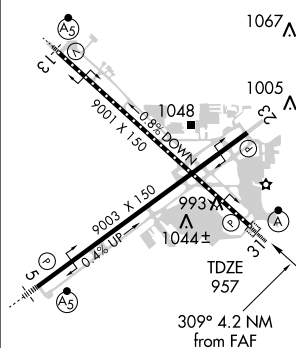


MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS <b>119.55 251.05</b>	DES MOINES APP CON <b>135.2 360.7</b>	DES MOINES TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.15 317.55</b>
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ELEV 957 REIL Rwy 23  
TDZ/CL Rwy 31  
HIRL Rwys 13-31 and 5-23



Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

DES MOINES, IOWA

Amdt 22 08157

	1600	3000	DSM R-254 117.5	MIDDLE Δ	FOREM LOM/INT I-DSM 5.8	CYCLIN INT	One Minute Holding Pattern
	180°	180°					
	I-DSM 1.6	MM	IM	2365	309°	129°	3000
	0.2	0.3	3.7 NM	6.1 NM			GS 3.00° TCH 52
CATEGORY	A	B	C	D	E		
S-ILS 31	1157/18 200 (200-½)					1157/24 200 (200-½)	
S-LOC 31	1320/24 363 (400-½)			1320/40 363 (400-¾)			
CIRCLING	1380-1 423 (500-1)	1420-1 463 (500-1)	1420-1½ 463 (500-1½)	1520-2 563 (600-2)	1760-2¾ 803 (900-2¾)		

DES MOINES INTL (DSM)

## ILS or LOC RWY 31

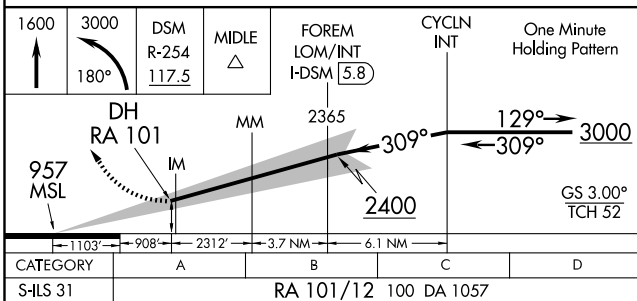
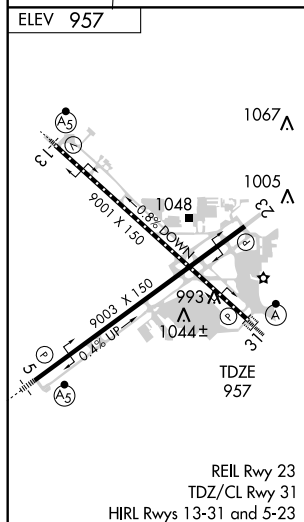
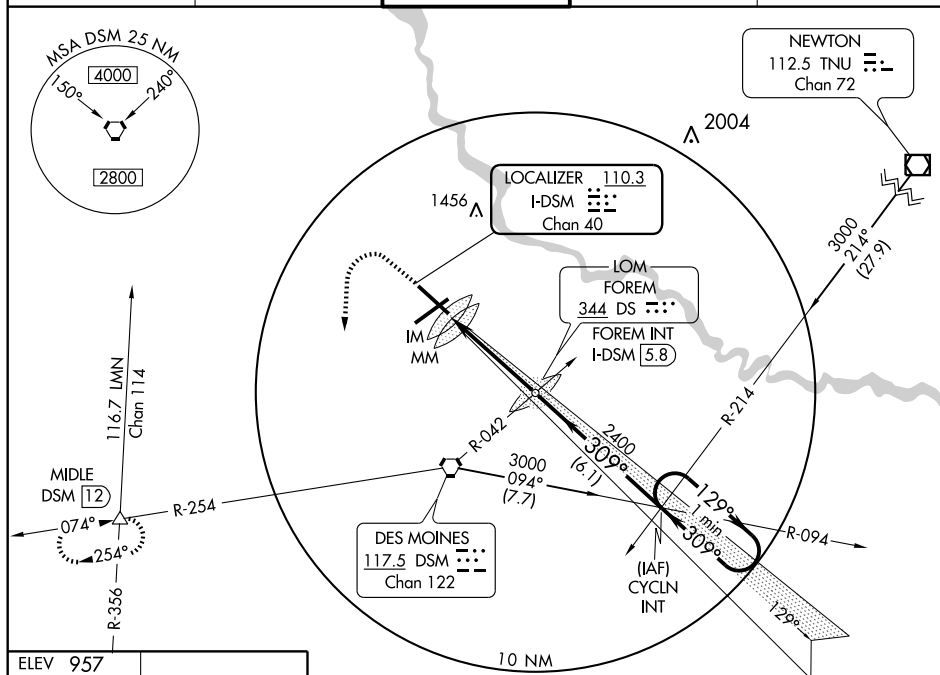
41°32'N-93°40'W

LOC/DME I-DSM <b>110.3</b> Chan 40	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>957</b> <b>957</b>
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# ILS RWY 31 (CAT II)

## DES MOINES INTL (DSM)

		ALSIF-2 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.	
ATIS <b>119.55 251.05</b>	DES MOINES APP CON <b>135.2 360.7</b>	DES MOINES TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.15 317.55</b>



**CATEGORY II ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED**

LOC/DME I-DSM <b>110.3</b> Chan <b>40</b>	APP CRS <b>309°</b>	Rwy Idg TDZE Apt Elev	<b>9001</b> <b>957</b> <b>957</b>
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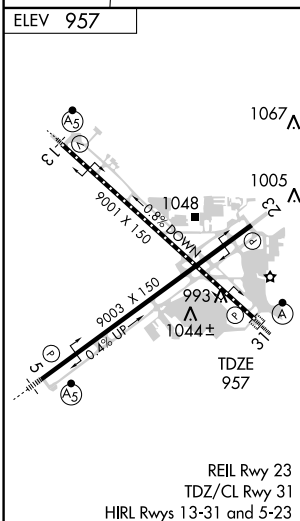
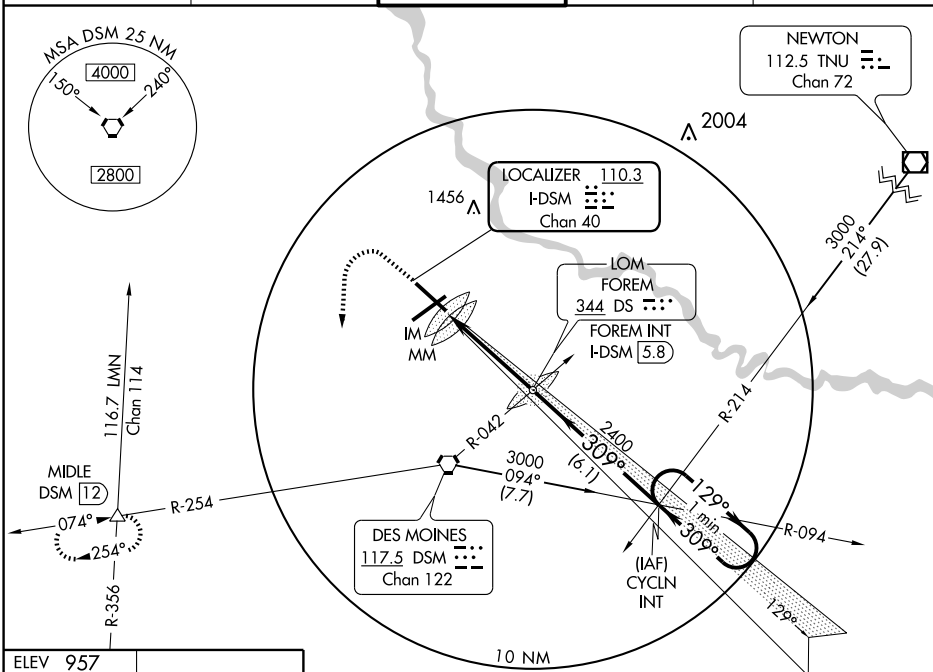
# ILS RWY 31 (CAT III)

## DES MOINES INTL (DSM)



MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 via heading 180° and DSM R-254 to MIDDLE Int/DSM 12 DME and hold.

ATIS <b>119.55 251.05</b>	DES MOINES APP CON <b>135.2 360.7</b>	DES MOINES TOWER <b>118.3 257.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>134.15 317.55</b>
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CATEGORY	A	B	C	D
S-ILS 31		CAT IIIa	RVR 07	
S-ILS 31		CAT IIIb	RVR 06	
S-ILS 31		CAT IIIc	NA	

### CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WAAS CH <b>69202</b> <b>W05A</b>	APP CRS <b>051°</b>	Rwy Idg <b>9003</b> TDZE <b>931</b> Apt Elev <b>958</b>
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## RNAV (GPS) RWY 5

DES MOINES INTL (DSM)

**▼** DME/DME RNP-0.3 NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 48°C (116°F).  
 If local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DAs/MDAs 40 feet.  
 Baro-VNAV and VDP NA when using Ankeny Rgnl altimeter setting.  
 For inoperative MALSR, increase LPV all Cats. visibility to RVR 5000 and LNAV/VNAV all Cats. visibility to RVR 6000 and LNAV Cat. D visibility to RVR 6000.

MALSR



MISSED APPROACH: Climb to 3100 direct IOWAA and hold.

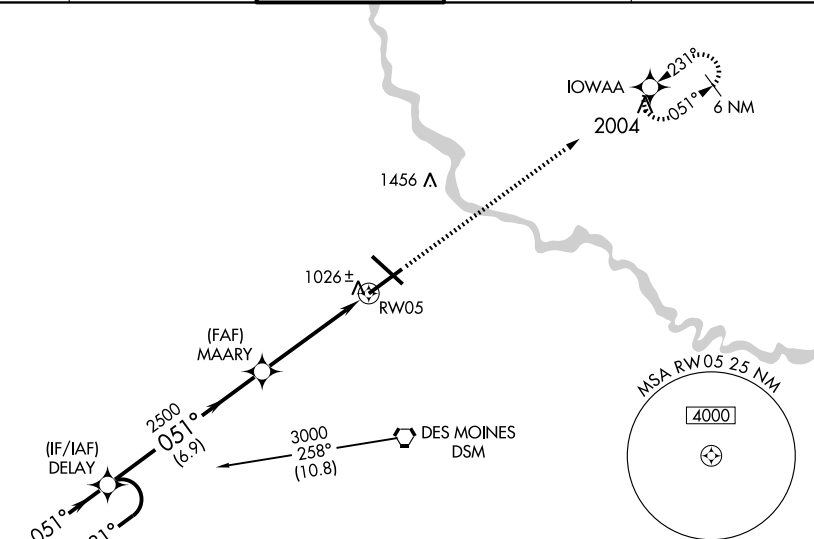
ATIS  
**119.55 251.05**

DES MOINES APP CON  
**135.2 360.7**

DES MOINES TOWER  
**118.3 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**134.15 317.55**



ELEV 958

6 NM  
Holding Pattern

DELAY

3100

IOWAA

3000 ← 231°  
→ 051°

MAARY

\*1 NM to RW05 \*RNAV only

GS 3.00°  
TCH 55

2500

RW05

6.9 NM

3.7 NM

1 NM

CATEGORY	A	B	C	D
LPV DA		1188/24	257 (300-½)	
LNAV/VNAV DA		1276/40	345 (400-¾)	
LNAV MDA		1280/24	349 (400-½)	1280/50 349 (400-1)
CIRCLING	1380-1¼ 422 (500-1¼)	1420-1¼ 462 (500-1¼)	1420-1½ 462 (500-1½)	1520-2 562 (600-2)

REIL Rwy 23

TDZ/CL Rwy 31

HIRL Rwy 13-31 and 5-23

DES MOINES, IOWA

Amdt 1 08157

41°32'N-93°40'W

DES MOINES INTL (DSM)

RNAV (GPS) RWY 5

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>72602</b> <b>W13A</b>	APP CRS <b>129°</b>	Rwy Idg TDZE <b>921</b> Apt Elev <b>958</b>	<b>9001</b> <b>921</b> <b>958</b>
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**RNAV (GPS) RWY 13**

DES MOINES INTL (DSM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 48°C (116°F). DME/DME RNP-0.3 NA.  
 ▲ VDP and Baro-VNAV NA when using Ankeny Rgnl altimeter setting.  
 When local altimeter setting not received, use Ankeny Rgnl altimeter setting and increase all DA/MDA 40 feet, and increase LNAV/VNAV Cats A, B and C visibility to RVR 4000.  
 For inoperative MALS, increase LNAV/VNAV Cat D visibility to RVR 5000.  
 For inoperative MALS, when using Ankeny Rgnl altimeter setting increase LPV all Cats visibility to RVR 5000.

MALS



MISSED APPROACH: Climb to 3000 direct CYCLN and hold.

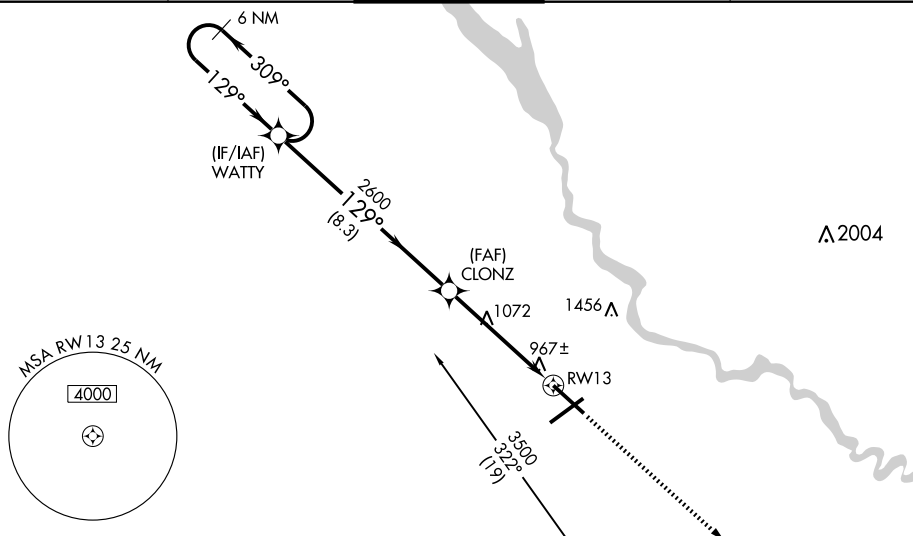
ATIS  
**119.55 251.05**

DES MOINES APP CON  
**135.2 360.7**

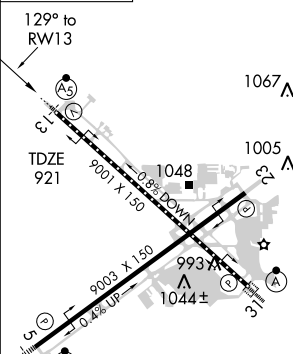
DES MOINES TOWER  
**118.3 257.8**

GND CON  
**121.9 348.6**

CLNC DEL  
**134.15 317.55**

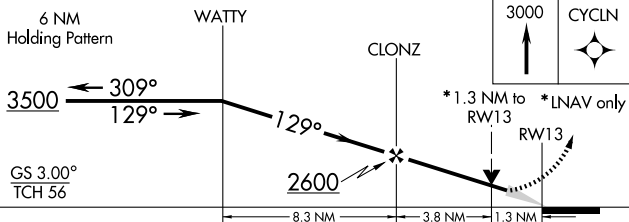


ELEV 958



Procedure NA for arrivals  
on DSM VORTAC  
airway radials 288 CW 001.

DES MOINES DSM



CATEGORY	A	B	C	D
LPV DA	1171/24 250 (300-1/2)			
LNAV/VNAV DA	1242/24 321 (300-1/2)			1242/40 321 (300-3/4)
LNAV MDA	1380/24 459 (500-1/2)	1380/40 459 (500-3/4)		1380/50 459 (500-1)
CIRCLING	1380-1 422 (500-1)	1420-1 462 (500-1)	1420-1 1/2 462 (500-1/2)	1520-2 562 (600-2)

DES MOINES, IOWA

Amdt 1A 09071

41°32'N-93°40'W

DES MOINES INTL (DSM)

**RNAV (GPS) RWY 13**

APP CRS  
**231°**Rwy Idg **9003**  
TDZE **939**  
Apt Elev **957****RNAV (GPS) RWY 23**  
DES MOINES INTL (DSM)GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.  
When VGSI inoperative procedure NA at night.

NA

MISSED APPROACH: Climb to 3000 direct DELAY WP  
and hold.

ATIS

**119.55 251.05**

DES MOINES APP CON

**135.2 360.7**

DES MOINES TOWER

**118.3 257.8**

GND CON

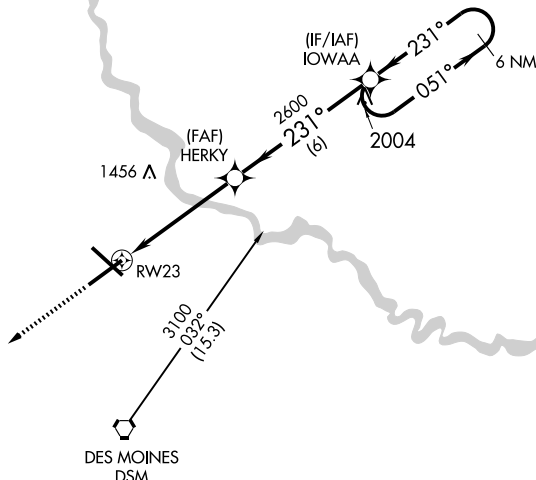
**121.9 348.6**

CLNC DEL

**134.15 317.55**

MSA RW23 25 NM

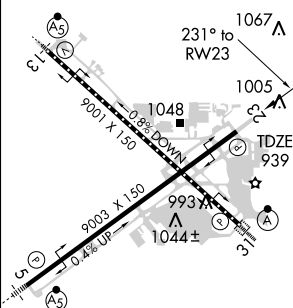
4000



DELAY

DES MOINES  
DSM

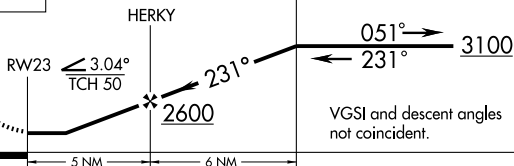
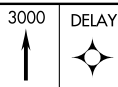
ELEV 957



REIL Rwy 23

TDZ/CL Rwy 31

HIRL Rwys 13-31 and 5-23



CATEGORY	A	B	C	D
LNAV MDA	1540-1 601 (600-1)		1540-1 601 (600-1 3/4)	1540-2 601 (600-2)
CIRCLING	1540-1 583 (600-1)		1540-1 583 (600-1 3/4)	1540-2 583 (600-2)

DES MOINES, IOWA

Orig-A 08157

41°32'N-93°40'W

DES MOINES INTL (DSM)  
**RNAV (GPS) RWY 23**





VOR/DME TNU <b>112.5</b> Chan <b>72</b>	APP CRS <b>236°</b>	Rwy Idg TDZE Apt Elev	<b>9003</b> <b>939</b> <b>957</b>
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VOR/DME RWY 23  
DES MOINES INTL (DSM)

DES MOINES INTL (DSM)

**T** When VGSI inoperative, procedure NA at night.

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 via heading 200° and DSM VORTAC R-254 to MIDLE Int/DSM 12 DME and hold.

ATIS  
119.55 251.05

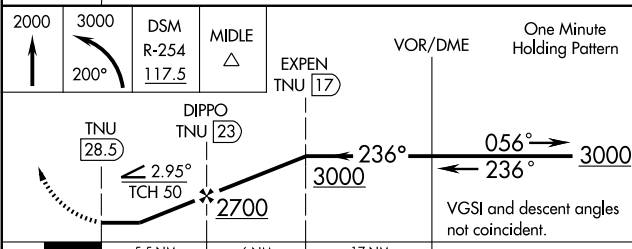
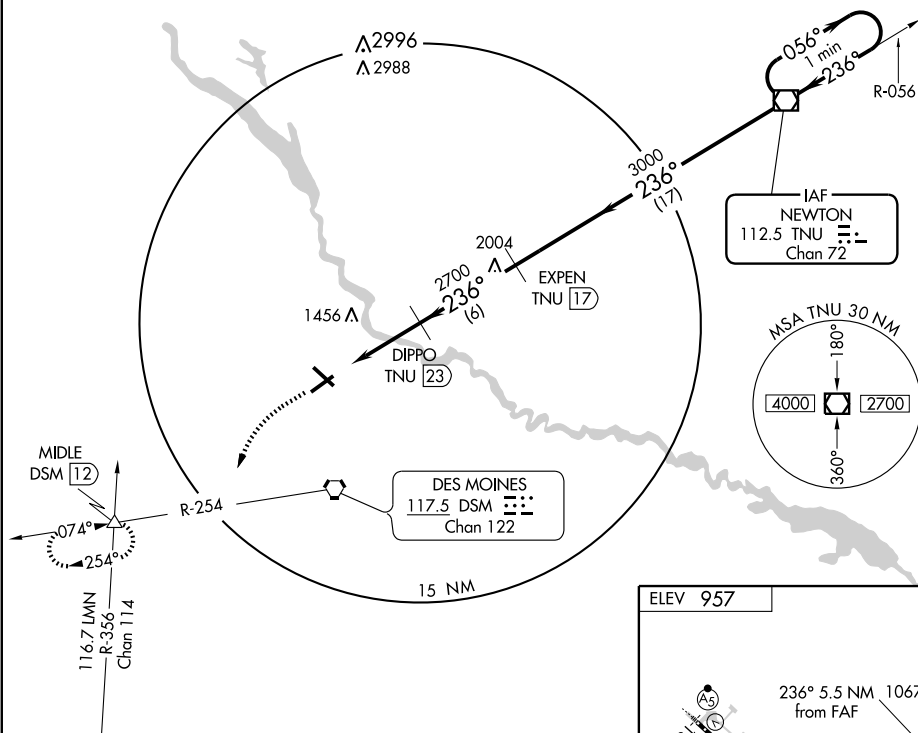
DES MOINES APP CON  
135.2 360.7

DES MOINES TOWER  
118.3 257.8

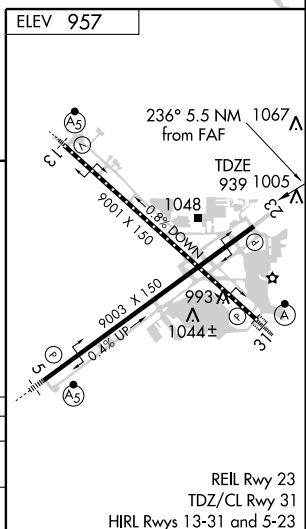
GND CON  
**121.9 348.6**

CLNC DEL  
**134.15 317.55**

NoPT for arrivals on TNU VOR/DME airway radials 031 clockwise to 081.



	5.5 NM		6 NM		17 NM	
CATEGORY	A	B	C	D		
S-23	1720-1 781 (800-1)	1720-1¼ 781 (800-1¼)	1720-2¼ 781 (800-2¼)	1720-2½ 781 (800-2½)		
CIRCLING	1720-1 763 (800-1)	1720-1¼ 763 (800-1¼)	1720-2¼ 763 (800-2¼)	1720-2½ 763 (800-2½)		



DES MOINES, IOWA

Orig-A 09071

41°32'N-93°40'W

DES MOINES INTL (DSM)

VOR/DME RWY 23

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

## AIRPORT DIAGRAM

AL-923 (FAA)

DUBUQUE RGNL (DBQ)

DUBUQUE, IOWA

ATIS  
127.25  
DUBUQUE TOWER ★  
119.5 254.4  
GND CON  
121.8

D

FIELD  
ELEV  
1077HOT<sup>1</sup>ELEV  
1073

RWY 13-31

S-75, D-125, 2S-159, 2D-215

RWY 18-36

S-75, D-173, 2S-175, 2D-275

42°24.5'N

HANGARS

TWR  
1138

TERMINAL

FBO

FIRE STATION/  
MAINTENANCE

42°24.0'N

8502 X 100

HOT<sup>2</sup>HOT<sup>3</sup>

42°23.5'N

315.8°

ELEV  
1062

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV  
1033

36

0.6% UP

000.8°

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

90°43.0'W

90°42'.0W

## AIRPORT DIAGRAM

DUBUQUE, IOWA  
DUBUQUE RGNL (DBQ)

**DUBUQUE RGNL** (DBQ) 7 SW UTC-6(-5DT) N42°24.12' W90°42.57'

1077 B S4 FUEL 100LL, JET A1+ OX 3 ARFF Index—See Remarks NOTAM FILE DBQ

CHICAGO

H-5D, L-28G

RWY 13-31: H6502X100 (CONC-GRVD) S-75, D-125, 2S-159, 2D-215 HIRL

IAP, AD

RWY 13: MALS. VASI(V4R)—GA 3.0° TCH 35'. Tower.

RWY 31: MALS. PAPI(P4L)—GA 3.0° TCH 57'. Pole.

RWY 18-36: H6327X150 (CONC) S-75, D-173, 2S-175, 2D-275

HIRL 0.6% up N

RWY 18: PAPI(P4L)—GA 3.0° TCH 34'.

RWY 36: MALS. PAPI(P4L)—GA 3.30° TCH 51'.

#### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 31	18-36	4800
RWY 36	13-31	4900

#### RUNWAY DECLARED DISTANCE INFORMATION

RWY 13: TORA-6502 TODA-6502 ASDA-6502 LDA-6502

RWY 31: TORA-6502 TODA-6502 ASDA-6302 LDA-6302

**AIRPORT REMARKS:** Attended continuously. Fuel svc avbl 24 hrs. For fuel 0400-1100Z† call 563-589-4136. 100LL self service fuel station avbl at T-hangars. Waterfowl on and invof arpt. Class I, ARFF Index A. PPR for unscheduled air carrier ops call arpt manager 563-589-4136. ARFF Index B level equipment is provided. Rwy 36 touchdown rwy visual range avbl. Acft departing Rwy 36, the apch ends of Rwy 31 and Rwy 18 are not visible for approximately the first 3000' of tkr roll. When twr clsd ACTIVATE HIRL Rwy 13-31 and Rwy 18-36, MALS Rwy 13, MALS Rwy 31 and Rwy 36. VASI Rwy 13 and PAPI Rwy 18, Rwy 31 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** ASOS (563) 557-2579. LAWRS.

**COMMUNICATIONS:** CTAF 119.5 ATIS 127.25 UNICOM 122.95

RCO 122.05 (FORT DODGE RADIO)

Ⓡ CHICAGO CENTER APP/DEP CON 133.95

TOWER 119.5 (1200-0200Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1200-0200Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DBQ.

(H) VORTACW 115.8 DBQ Chan 105 N42°24.09' W90°42.54' at fld. 1051/4E.

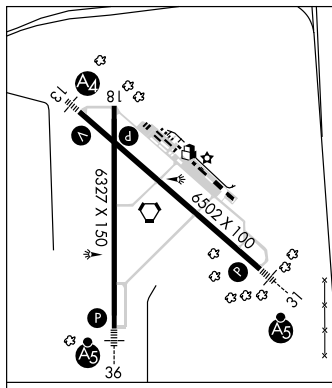
DME unusable 180°-220°

ZILOM NDB (LOM) 341 DB N42°19.38' W90°35.94' 309° 6.9 NM to fld.

ILS 108.7 I-DBQ Rwy 31 LOM ZILOM NDB. LOC only. Unmonitored.

ILS/DME 110.9 I-FUQ Chan 46 Rwy 36. Class IE.

**COMM/NAV/WEATHER REMARKS:** Emergency frequency 121.5 not avbl at twr.



**DYERSVILLE AREA** (IA8) 2 NW UTC-6(-5DT) N42°29.77' W91°10.79'

CHICAGO

980 NOTAM FILE FOD Not insp.

RWY 11-29: 2700X120 (TURF) LIRL (NSTD)

RWY 11: Thld dspcd 200'. Ground.

RWY 29: Thld dspcd 175'. Road. Rgt tfc.

**AIRPORT REMARKS:** Unattended. Remote controlled aircraft invof arpt. Rwy 11-29 NSTD markings, rwy edges marked with yellow cones, dspcd thlds marked with 3 yellow cones each side. Rwy 11-29 NSTD LIRL, cones with lights.

ACTIVATE LIRL Rwy 11-29—CTAF.

**COMMUNICATIONS:** CTAF 122.9

## ILS or LOC RWY 36

DUBUQUE RGNL (DBQ)

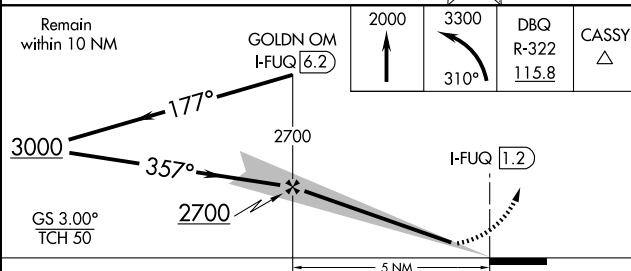
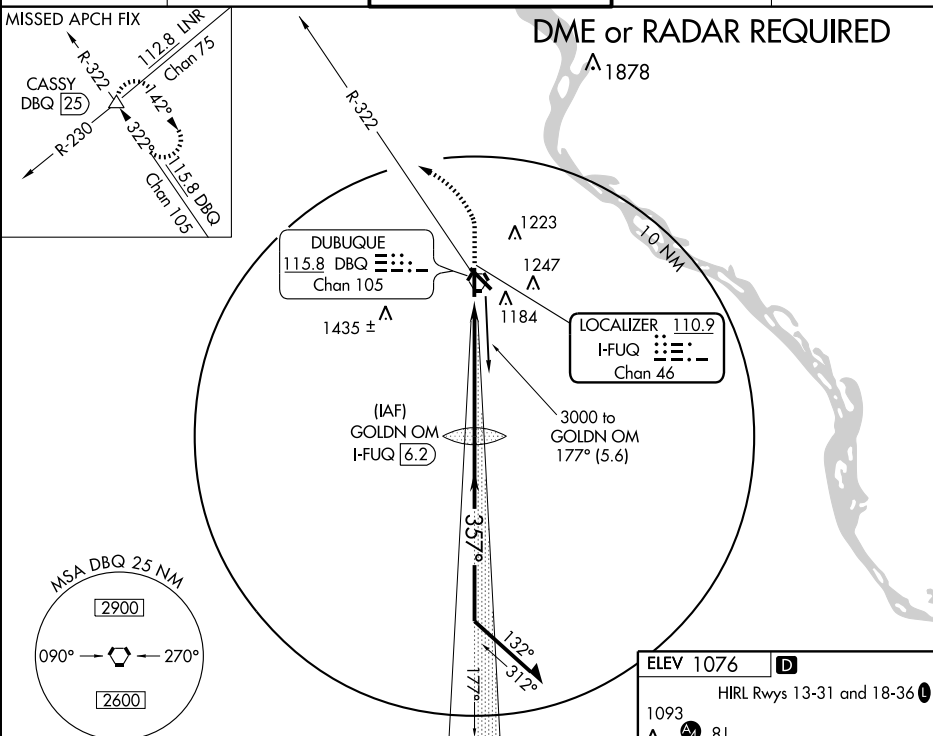
LOC/DME I-FUQ <b>110.9</b> Chan <b>46</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>6327</b> <b>1047</b> <b>1076</b>
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\* RVR 1800 authorized with the use of FP or AP or HUD to DA.

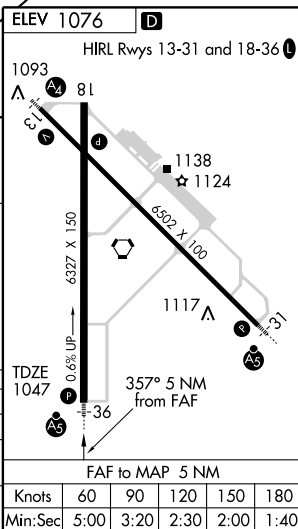


MISSED APPROACH: Climb to 2000 then climbing left turn to 3300 via heading 310° and DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 36		*1247/24	200 (200-½)	
S-LOC 36	1460/24	413 (400-½)	1460/40	413 (400-¾)
CIRCLING	1580-1	504 (600-1)	1580-1½ 504 (600-1½)	1640-2 564 (600-2)



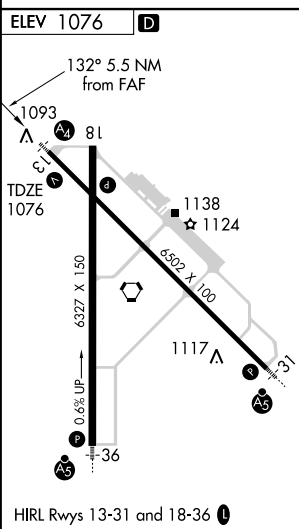
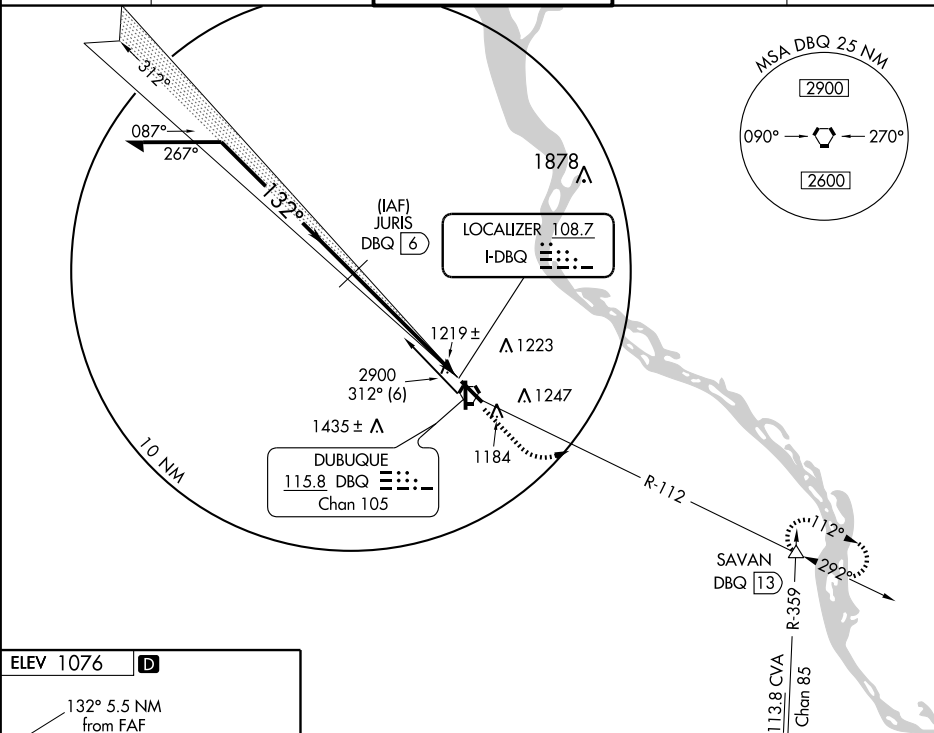
## LOC/DME BC RWY 13

DUBUQUE RGNL (DBQ)

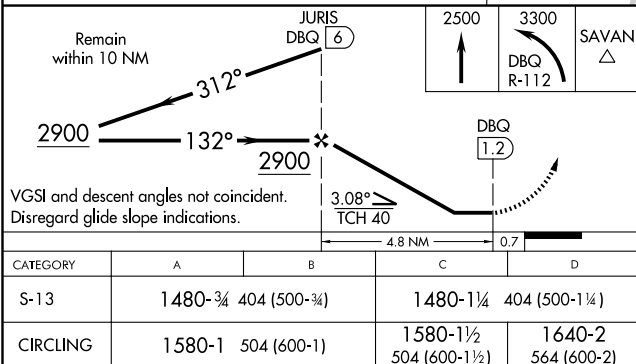
LOC I-DBQ <b>108.7</b>	APP CRS <b>132°</b>	Rwy Idg TDZE <b>1076</b> Apt Elev <b>1076</b>
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<b>NA</b> DME from DBQ VORTAC. Simultaneous reception of I-DBQ and DBQ DME required. Inoperative table does not apply to S-13 Cat. C.	<b>MALS</b> 	<b>MISSED APPROACH:</b> Climb to 2500, then climbing left turn to 3300 via DBQ R-112 to SAVAN Int/13 DME and hold.
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ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER* <b>119.5 (CTAF) 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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## BACK COURSE

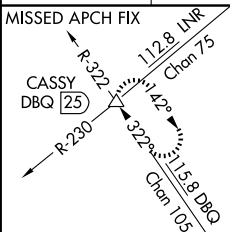


LOC I-DBQ <b>108.7</b>	APP CRS <b>312°</b>	Rwy Idg TDZE <b>1062</b> Apt Elev <b>1076</b>
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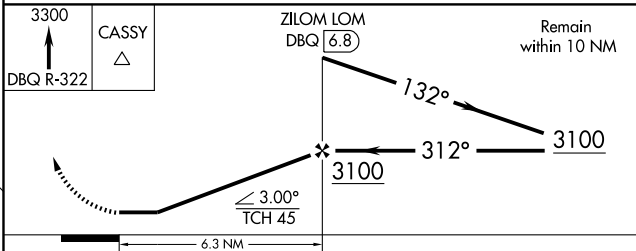
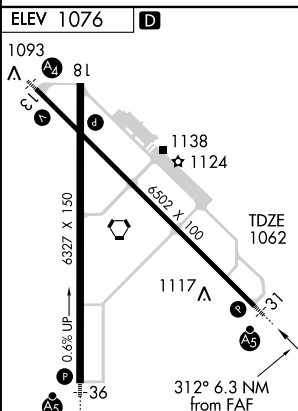
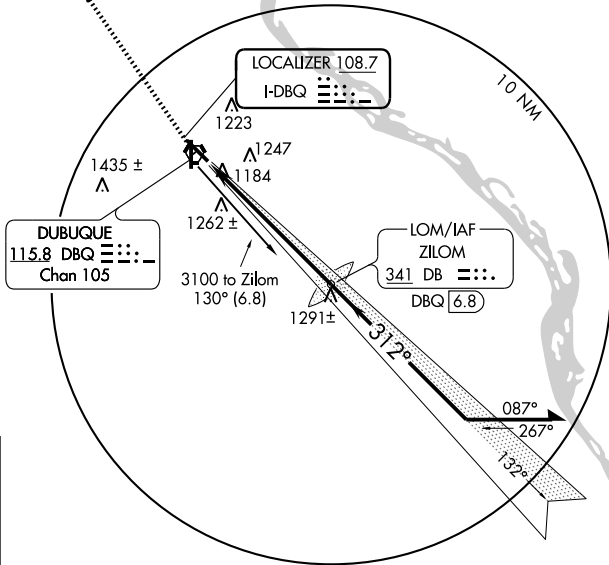
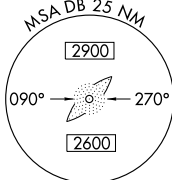
**LOC RWY 31**  
DUBUQUE RGNL (DBQ)

NA	MALSR AS	MISSED APPROACH: Climb to 3300 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.
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ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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ADF or DME REQUIRED



HIRL Rws 13-31 and 18-36 **U**

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

CATEGORY	A	B	C	D
S-31	1540-1/2 478 (500-1/2)		1540-3/4 478 (500-3/4)	1540-1 478 (500-1)
CIRCLING	1580-1 504 (600-1)		1580-1 1/2 504 (600-1 1/2)	1640-2 564 (600-2)

DUBUQUE, IOWA

Orig-C 08325

42°24'N-90°43'W

DUBUQUE RGNL (DBQ)

**LOC RWY 31**

WAAS Chan <b>93700</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg TDZE <b>1077</b> Apt Elev <b>1077</b>	<b>6502</b> <b>1077</b>
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# RNAV (GPS) RWY 13

DUBUQUE RGNL (DBQ)

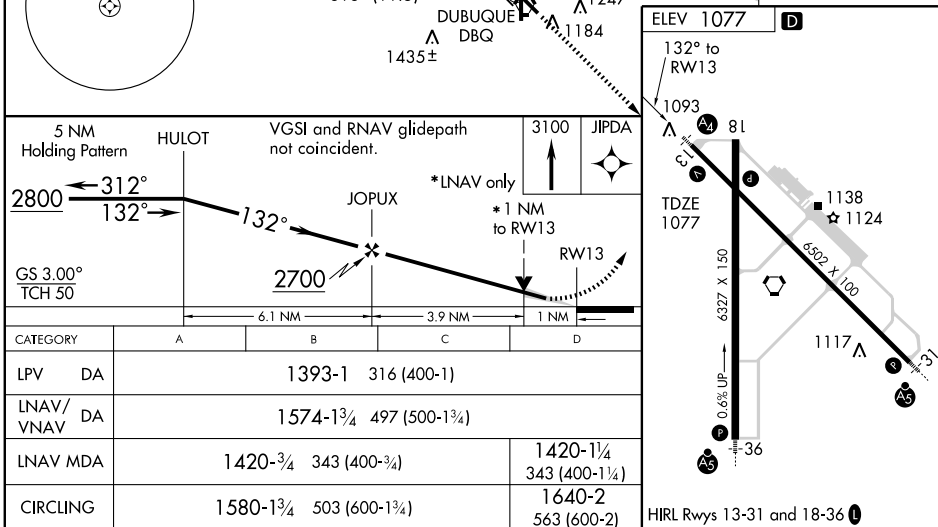
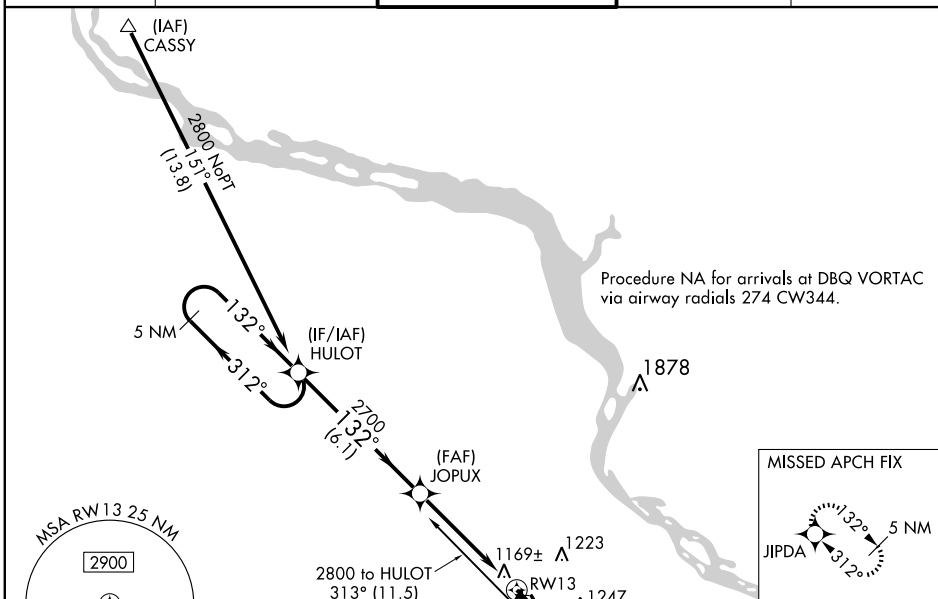
**▼** Inoperative table does not apply to LPV and LNAV/VNAV.  
**▲** Baro-VNAV NA when using Monticello altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).  
 DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.  
 If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.

MALS



MISSED APPROACH: Climb to 3100 direct JIPDA and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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WAAS Chan <b>69400</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy Idg TDZE <b>1062</b> Apt Elev <b>1077</b>	<b>6302</b>
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# RNAV (GPS) RWY 31

DUBUQUE RGNL (DBQ)

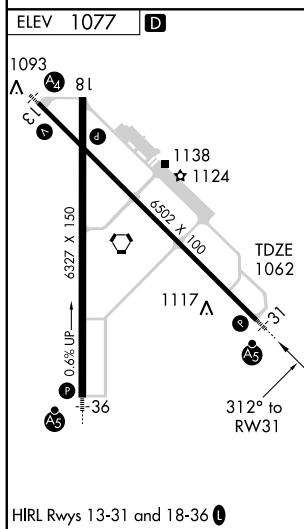
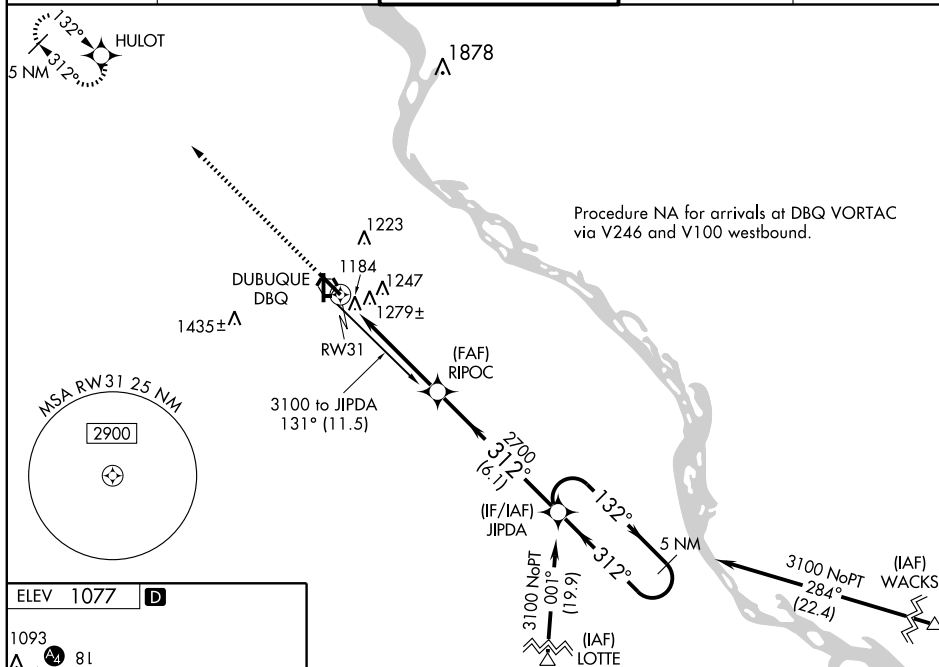
**▼** For inoperative MALSR, increase LPV all Cats visibility to 1½ and LNAV Cats A, B visibility to 1.  
**▲** Baro-VNAV NA when using Monticello altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F).  
 DME/DME RNP-0.3 NA. VDP NA when using Monticello altimeter setting.  
 If local altimeter setting not received, use Monticello altimeter setting and increase all DAs/MDAs 100 feet.



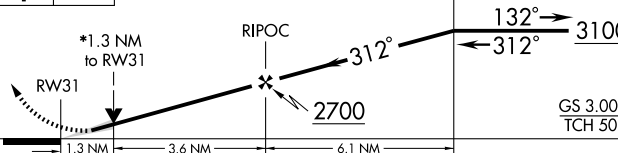
MALSR



MISSED APPROACH: Climb to 2800 direct HULOT and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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2800	HULOT						
		*LNAV only					
							
CATEGORY	A	B	C	D			
LPV DA	1481-1 419 (500-1)						
LNAV/ VNAV DA	1603-1½ 541 (600-1½)						
LNAV MDA	1540-¾ 478 (500-¾)			1540-1 478 (500-1)			
CIRCLING	1620-2 543 (600-2)			1640-2 563 (600-2)			

WAAS CH <b>62807</b> <b>W36A</b>	APP CRS <b>357°</b>	Rwy Idg TDZE Apt Elev	<b>6327</b> <b>1048</b> <b>1077</b>
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# RNAV (GPS) RWY 36

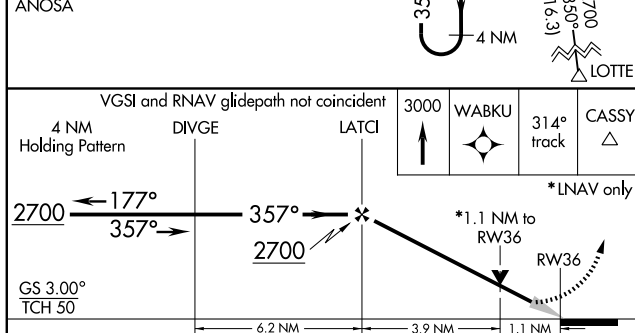
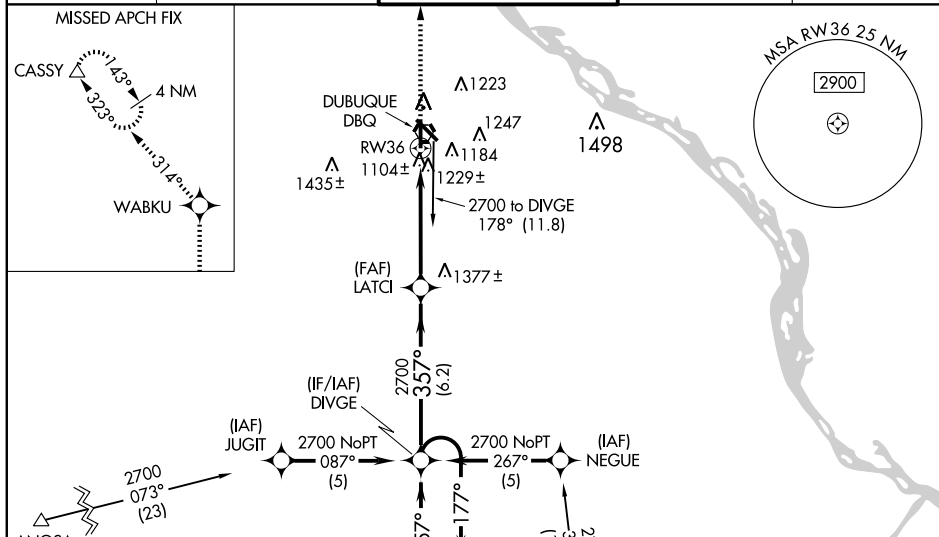
DUBUQUE RGNL (DBQ)

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP -0.3 NA. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats, LNAV Cats C and D and circling Cat C visibility ¼ mile. For inoperative MALSR when using Monticello altimeter setting, increase LPV all Cats visibility to RVR 5000.

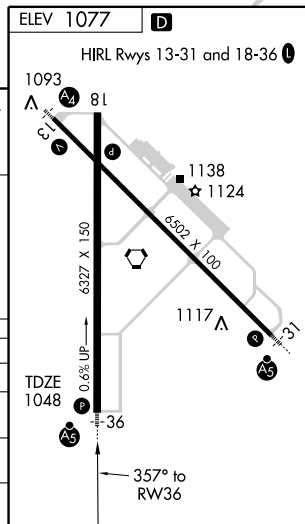


**MISSED APPROACH:** Climb to 3000 direct WABKU and via 314° track to CASSY and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	1248/24		200 (200-½)	
LNAV/VNAV DA	1525/60		477 (500-1¼)	
LNAV MDA	1480/24	432 (500-½)	1480/40 432 (500-¾)	1480/50 432 (500-1)
CIRCLING	1580-1	503 (600-1)	1580-1½ 503 (600-1½)	1640-2 563 (600-2)



VORTAC DBQ  
**115.8**  
Chan **105**

APP CRS  
**138°**

Rwy Idg **6502**  
TDZE **1077**  
Apt Elev **1077**

**VOR RWY 13**  
DUBUQUE RGNL (DBQ)

**⚠** Inoperative table does not apply to Cat C.  
**⚠** If local altimeter setting not received, use Monticello  
altimeter setting and increase all MDAs 100 feet.  
VDP N/A when using Monticello altimeter setting.

MALS



MISSED APPROACH: Climb to 2500 then  
climbing left turn to 3300 via DBQ VORTAC  
R-112 to SAVAN Int/13 DME and hold.

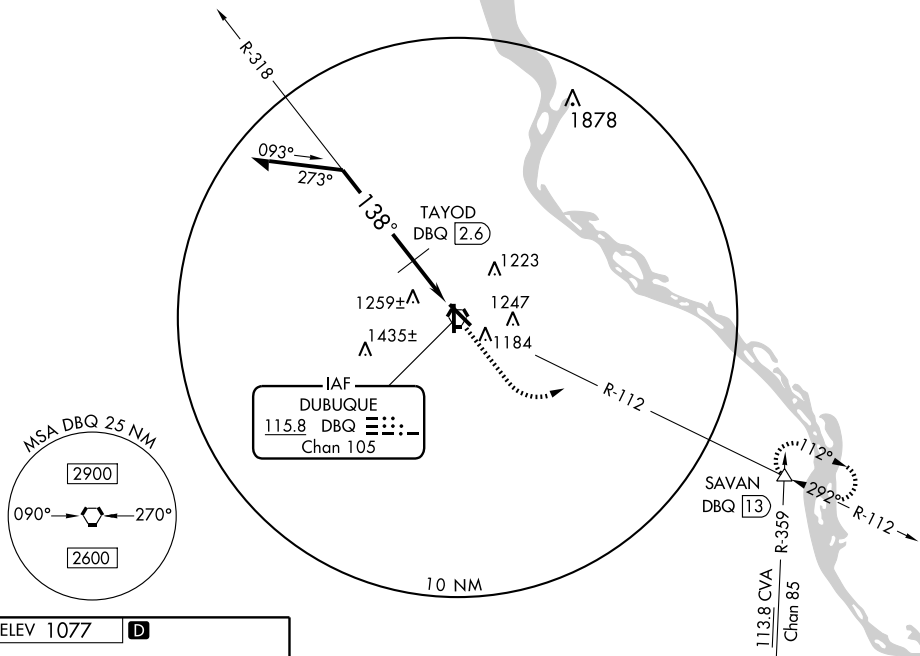
ATIS  
**127.25**

CHICAGO CENTER  
**133.95 281.4**

DUBUQUE TOWER ★  
**119.5 (CTAF) 0 254.4**

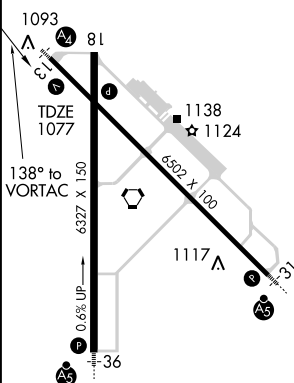
GND CON  
**121.8**

UNICOM  
**122.95**



ELEV 1077

D

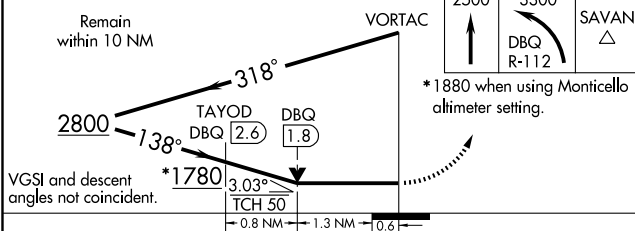


HIRL Rwy 13-31 and 18-36

DUBUQUE, IOWA

Amdt 10 08325

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-13	1780- $\frac{3}{4}$	703 (800- $\frac{3}{4}$ )	1780-2 703 (800-2)	1780-2 $\frac{1}{4}$ 703 (800-2 $\frac{1}{4}$ )
CIRCLING	1780-1	703 (800-1)	1780-2 703 (800-2)	1780-2 $\frac{1}{4}$ 703 (800-2 $\frac{1}{4}$ )
TAYOD FIX MINIMUMS				
S-13	1520- $\frac{3}{4}$	443 (500- $\frac{3}{4}$ )	1520-1 $\frac{1}{4}$ 443 (500-1 $\frac{1}{4}$ )	1520-1 $\frac{1}{2}$ 443 (500-1 $\frac{1}{2}$ )
CIRCLING	1580-1	503 (600-1)	1580-1 $\frac{1}{2}$ 503 (600-1 $\frac{1}{2}$ )	1640-2 563 (600-2)

DUBUQUE RGNL (DBQ)

**VOR RWY 13**

42°24'N-90°43'W

VORTAC DBQ <b>115.8</b> Chan <b>105</b>	APP CRS <b>304°</b>	Rwy Idg TDZE Apt Elev	<b>6302</b> <b>1062</b> <b>1077</b>
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# VOR RWY 31

DUBUQUE RGNL (DBQ)

**V** Visibility reduction by helicopters NA.  
**A** When local altimeter setting not received use Monticello altimeter setting increase all MDAs 100 feet and increase visibility S-31 Cat C and D ½ mile, circling Cat B ¼ mile and Cat C and D ½ mile, ZUKOB fix minimums S-31 Cat C and D ¼ mile, and circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting.  
 For inoperative MALS, increase S-31 Cat A and B visibility to 1 mile, increase ZUKOB fix minimums Cat A and B visibility to 1 mile.  
 For inoperative MALS when using Monticello altimeter setting increase Cat A visibility for S-31 and ZUKOB fix minimums to 1 mile.

MALS



MISSED APPROACH: Climbing right turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS  
**127.25**

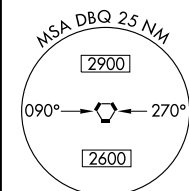
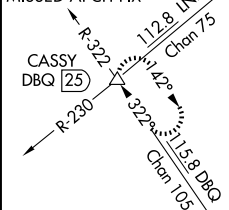
CHICAGO CENTER  
**133.95 281.4**

DUBUQUE TOWER ★  
**119.5 (CTAF) 0 254.4**

GND CON  
**121.8**

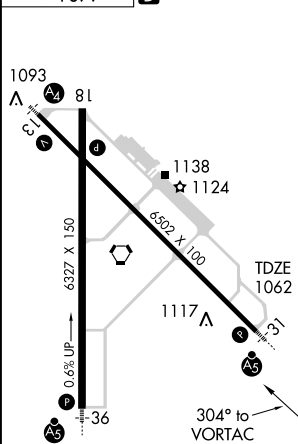
UNICOM  
**122.95**

MISSED APCH FIX



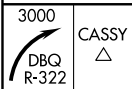
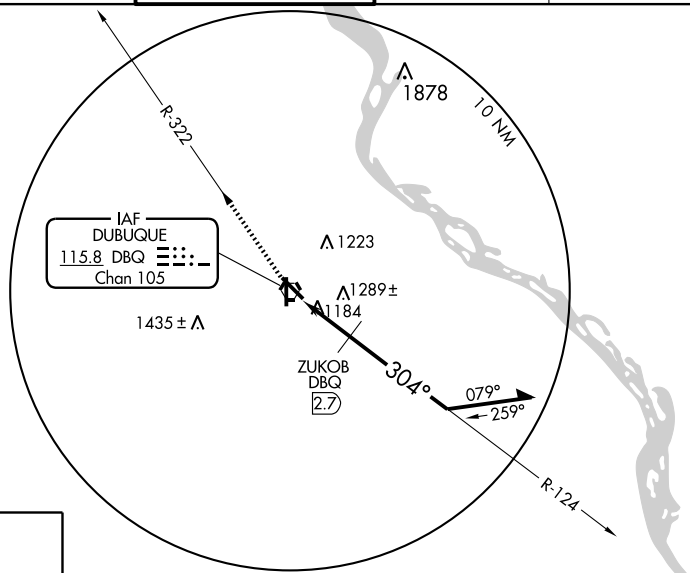
ELEV 1077

D



HIRL Rws 13-31 and 18-36

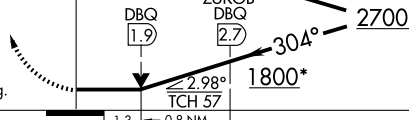
DUBUQUE, IOWA  
Amdt 12 08325



VORTAC

Remain  
within 10 NM

\*1900 when using  
Monticello altimeter setting.



CATEGORY	A	B	C	D
S-31	1800-¾ 738 (800-¾)		1800-1½ 738 (800-1½)	1800-1¾ 738 (800-1¾)
CIRCLING	1800-1 723 (800-1)		1800-2 723 (800-2)	1800-2¼ 723 (800-2¼)
ZUKOB FIX MINIMUMS				
S-31	1540-¾ 478 (500-¾)			1540-1 478 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

DUBUQUE RGNL (DBQ)  
**VOR RWY 31**

42°24'N-90°43'W

VORTAC DBQ <b>115.8</b> Chan <b>105</b>	APP CRS <b>003°</b>	Rwy Idg TDZE Apt Elev <b>6327</b> <b>1048</b> <b>1077</b>
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# VOR RWY 36

DUBUQUE RGNL (DBQ)

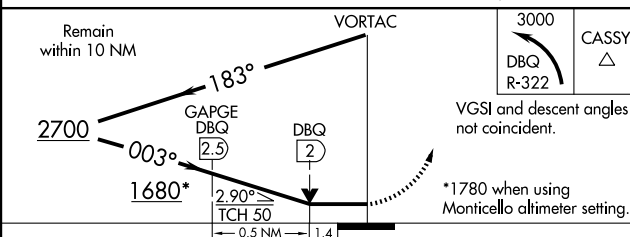
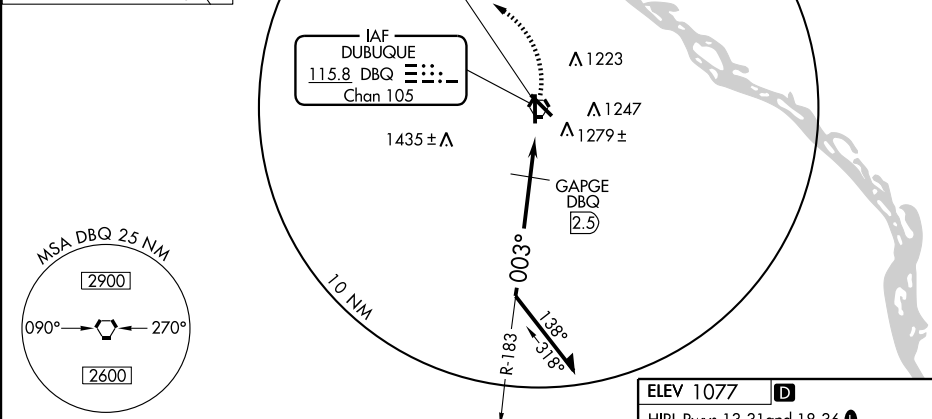
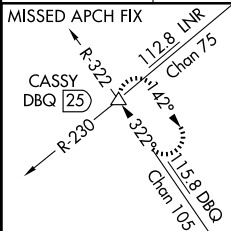
**⚠** When local altimeter setting not received use Monticello altimeter setting and increase all MDAs 100 feet, increase visibility S-36 Cat C and D ¼ mile, circling Cat C and D ¼ mile, GAPGE fix minimums S-36 Cat C to RVR 5000 and Cat D to RVR 6000, and circling Cat C ¼ mile. VDP NA when using Monticello altimeter setting.

MALSR



MISSED APPROACH: Climbing left turn to 3000 via DBQ R-322 to CASSY Int/DBQ 25 DME and hold.

ATIS <b>127.25</b>	CHICAGO CENTER <b>133.95 281.4</b>	DUBUQUE TOWER ★ <b>119.5 (CTAF) 0 254.4</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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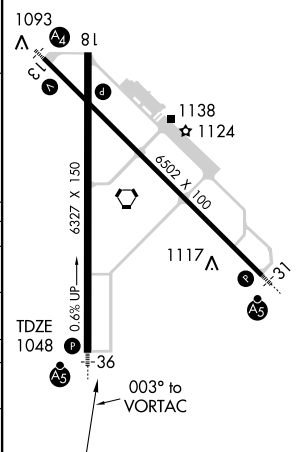


CATEGORY	A	B	C	D
S-36	1680/24	632 (700-½)	1680/60 632 (700-1¼)	1680-1½ 632 (700-1½)
CIRCLING	1680-1	603 (700-1)	1680-1¾ 603 (700-1¾)	1680-2 603 (700-2)
GAPGE FIX MINIMUMS				
S-36	1540/24	492 (500-½)	1540/40 492 (500-¾)	1540/50 492 (500-1)
CIRCLING	1580-1 503 (600-1)	1600-1 523 (600-1)	1600-1½ 523 (600-1½)	1640-2 563 (600-2)

ELEV 1077

D

HIRL Rwy 13-31 and 18-36



**EAGLE GROVE MUNI** (EAG) 3 N UTC-6(-5DT) N42°42.60' W93°54.97'

1133 B FUEL 100LL NOTAM FILE FOD

RWY 13-31: H3500X60 (CONC) MIRL

RWY 13: REIL. Thld displcd 129'. Road.

RWY 31: REIL. P-line.

RWY 01-19: 2380X120 (TURF)

RWY 01: Fence. RWY 19: Brush.

**AIRPORT REMARKS:** Unattended. Rwy 01-19 CLOSED Nov-Apr. Rwy

01-19 marked with yellow cones. Rwy 13 REIL OTS indef.

ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

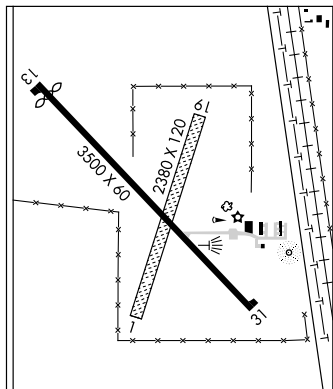
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 063° 17.8 NM to fld. 1150/7E. **HIWAS.**

**NDB (MHW)** 302 EAG N42°42.52' W93°54.64' at fld.

Unmonitored.



OMAHA  
L-12J  
IAP

**ELDORA MUNI** (6CØ) 2 SW UTC-6(-5DT) N42°19.82' W93°06.86'

979 NOTAM FILE FOD

RWY 18-36: 2750X100 (TURF)

RWY 18: Tree. RWY 36: Pole.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Nov-Apr. Ultralight activity prohibited. Rwy 18 and Rwy 36 edges marked by yellow cones.

**COMMUNICATIONS:** CTAF 122.9

OMAHA

**ELKADER** (I27) 1 SE UTC-6(-5DT) N42°50.84' W91°22.93'

932 S4 NOTAM FILE FOD.

RWY 17-35: 1705X75 (TURF)

RWY 17: Tree. RWY 35: Trees.

**AIRPORT REMARKS:** Attended irregularly. During winter months call ahead for conditions 563-245-2899. Rwy 17-35 marked with yellow cones.

**COMMUNICATIONS:** CTAF/UNICOM 122.9

CHICAGO

**ELLEN CHURCH FLD** (See CRESCO)

**ELMWOOD** N42°06.68' W92°54.53' NOTAM FILE MIW.

(L) VORW/DME 109.4 JWJ Chan 31 at Marshalltown Muni. 981/3E.

CHICAGO  
L-12J

NDB EAG <b>302</b>	APP CRS <b>120°</b>	Rwy Idg TDZE Apt Elev	<b>3371</b> <b>1133</b> <b>1133</b>
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# NDB RWY 13

EAGLE GROVE MUNI (EAG)



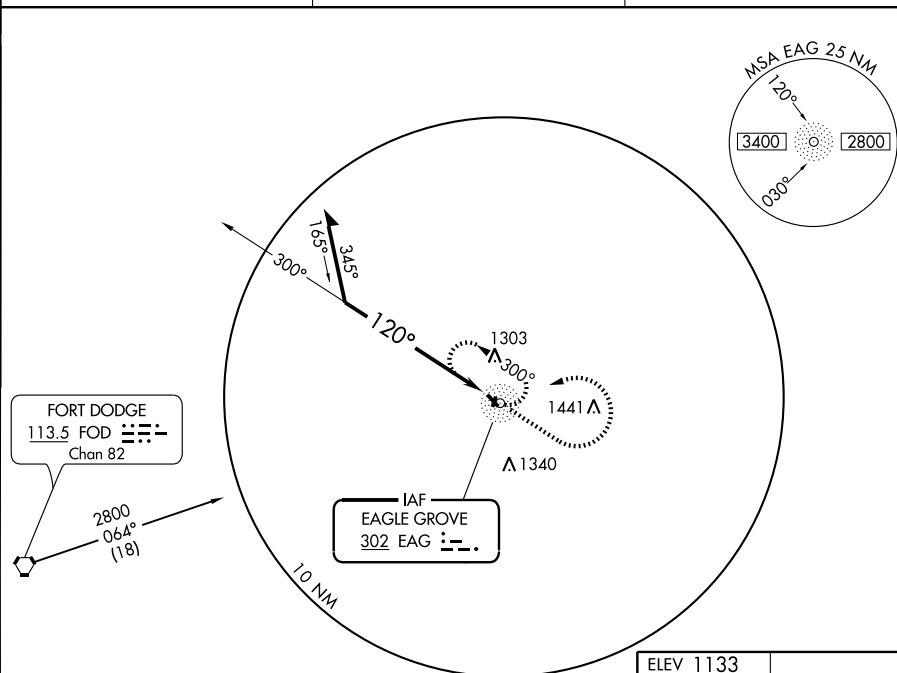
Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then left turn direct EAG NDB and hold.

CLARION AWOS-3  
**126.575**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8** (CTAF) **0**



Λ1760

Remain  
within 10 NM

**2800**

NDB

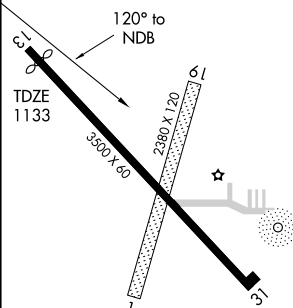
300°

120°

2800

EAG  
302

ELEV 1133



MIRL Rwy 13-31 **0**  
REIL Rwy 13 and 31 **0**

CATEGORY	A	B	C	D
S-13	1700-1	567 (600-1)	NA	
CIRCLING	1700-1	567 (600-1)	NA	

APP CRS **133°**  
Rwy Idg **3371**  
TDZE **1133**  
Apt Elev **1133**

# RNAV (GPS) RWY 13

EAGLE GROVE MUNI (EAG)

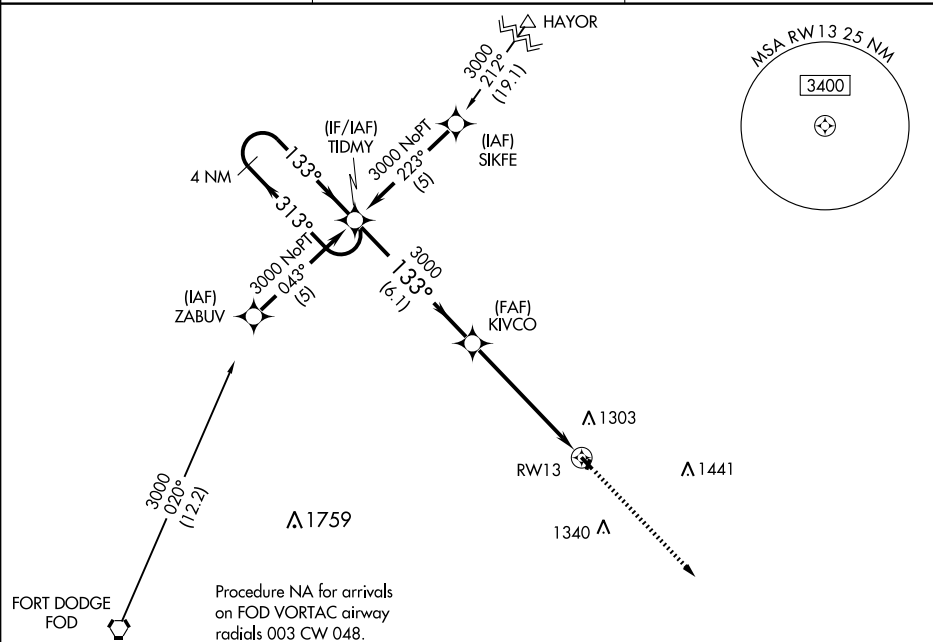
**▽** DME/DME RNP-0.3 NA.  
**Δ** NA Visibility reduction by helicopters NA.  
Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000  
direct SAYQU and hold.

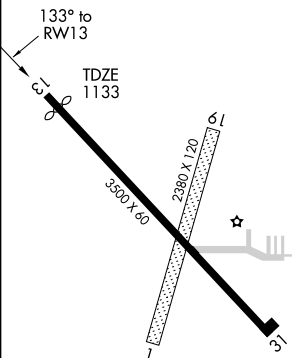
CLARION AWOS-3  
**126.575**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1133



MIRL Rwy 13-31 **0**  
REIL Rwy 13 and 31 **0**

EAGLE GROVE, IOWA  
Orig 11FEB10

4 NM Holding Pattern				
<div> <div>3000 ← 313°</div> <div>133° → 3000</div> <div>TIDMY</div> <div>KIVCO</div> <div>3.05° TCH 40</div> <div>RWY 13</div> <div>6.1 NM</div> <div>5.7 NM</div> </div>				
CATEGORY	A	B	C	D
LNAV MDA	1660-1	527 (600-1)	NA	
CIRCLING	1660-1	527 (600-1)	NA	

42°43'N-93°55'W

EAGLE GROVE MUNI (EAG)  
**RNAV (GPS) RWY 13**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010



APP CRS <b>313°</b>	Rwy Idg TDZE Apt Elev	<b>3500</b> <b>1133</b> <b>1133</b>
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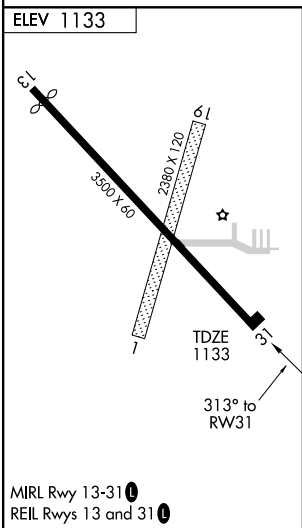
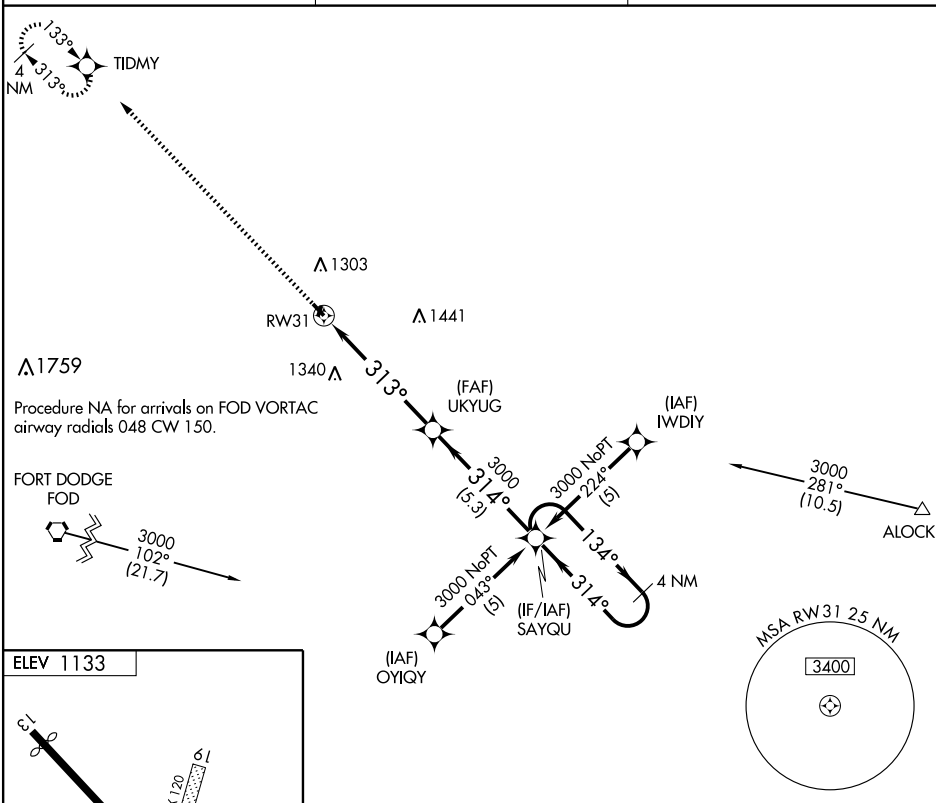
# RNAV (GPS) RWY 31

EAGLE GROVE MUNI (EAG)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Clarion altimeter setting; when not received use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 3000 direct TIDMY and hold.

CLARION AWOS-3 <b>126.575</b>	MINNEAPOLIS CENTER <b>134.0 288.3</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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3000	TIDMY	UKYUG	SAYQU	4 NM Holding Pattern
3000	313°	314°	314°	3000
5.7 NM	5.3 NM			
CATEGORY	A	B	C	D
LNAV MDA	1640-1	507 (600-1)	NA	NA
CIRCLING	1660-1	527 (600-1)	NA	NA

VORTAC FOD <b>113.5</b> Chan <b>82</b>	APP CRS <b>063°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1133</b>
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**VOR/DME-A**  
EAGLE GROVE MUNI (EAG)

**▼**  
**▲ NA** Use Clarion altimeter setting; when not received, use Fort Dodge altimeter setting.

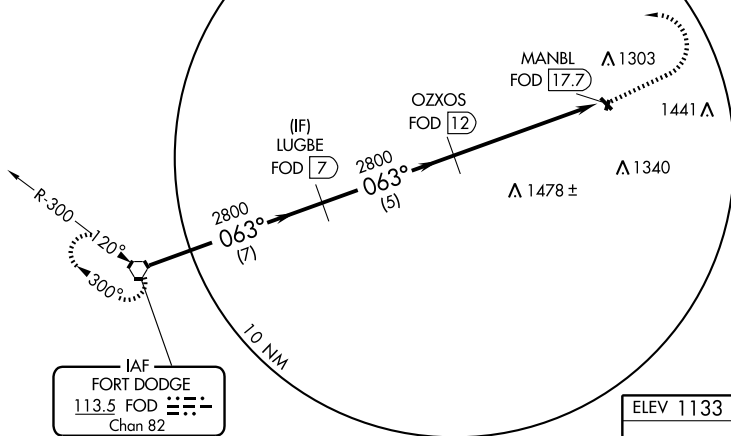
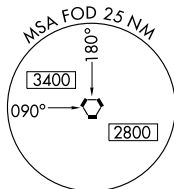
**MISSED APPROACH:** Climb to 2800 then left turn via FOD R-063 to FOD VORTAC and hold.

CLARION AWOS-3  
**126.575**

MINNEAPOLIS CENTER  
**134.0 288.3**

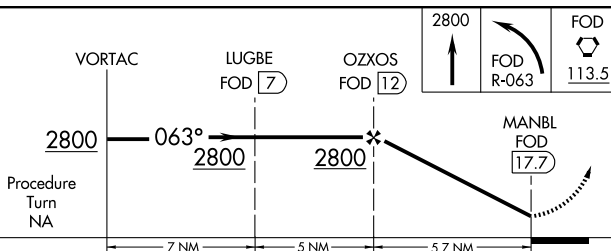
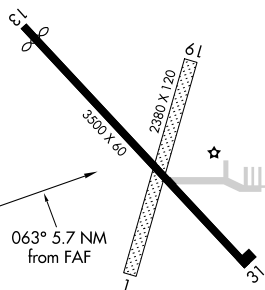
UNICOM  
**122.8** (CTAF) **0**

▲ 2365



NC-3, 26 AUG 2010 to 23 SEP 2010

ELEV 1133



CATEGORY	A	B	C	D
CIRCLING	1660-1	527 (600-1)	NA	NA

MIRL Rwy 13-31 **0**  
REIL Rwy 13 and 31 **0**

**EMMETSBURG MUNI** (EGQ) 1 SW UTC-6(-5DT) N43°06.12' W94°42.28'

1205 B S2 FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 13-31: H3401X60 (CONC) S-29 MIRL

RWY 13: SAVASI(S2L)—GA 3.0° TCH 21'. Trees.

RWY 31: SAVASI(S2R)—GA 3.5° TCH 21'. Tree.

RWY 04-22: 2545X120 (TURF)

RWY 04: Road. RWY 22: Road.

RWY 17-35: 2177X150 (TURF)

RWY 17: Trees. RWY 35: Road.

**AIRPORT REMARKS:** Attended irregularly. MOGAS fuel unavailable indef.

Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and sides marked with yellow cones. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef.

ACTIVATE MIRL Rwy 13-31 and SAVASI Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

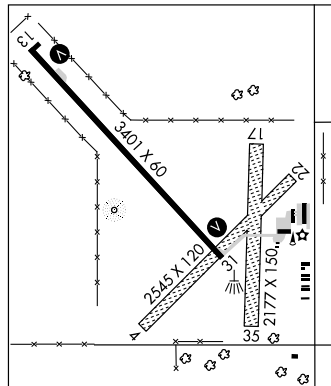
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

SPENCER (L) VOR/DME 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 094° 22.1 NM to fld. 1330/5E.

NDB (MHW) 410 EGQ N43°06.07' W94°42.43' at fld.

NOTAM FILE FOD.

OMAHA  
L-121  
IAP**ESTHERVILLE MUNI** (EST) 4 E UTC-6(-5DT) N43°24.45' W94°44.79'

1319 B S4 FUEL 100LL NOTAM FILE EST

RWY 16-34: H4797X75 (CONC) S-11 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

RWY 34: REIL.

PAPI(P4L)—GA 3.0° TCH 42'. Highway.

RWY 06-24: 2985X90 (TURF)

RWY 24: Road.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc after hrs call

712-362-2761. Rwy 34 is calm wind rwy. Rwy 06-24 marked with yellow cones. Rwy 16 REIL are omnidirectional. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.425 (712) 362-7250.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76'

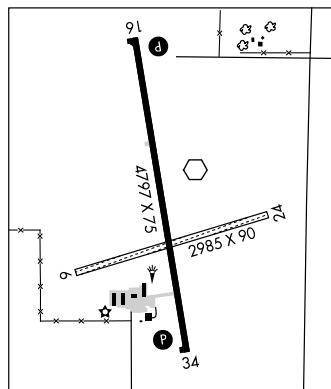
W94°25.35' 218° 20.1 NM to fld. 1164/7E.

(T) VORW 110.4 EST N43°24.56' W94°44.67' at fld.

NOTAM FILE EST. Unmonitored 2300-1400Z†.

PUFF NDB (MHW) 345 PUF N43°21.09'W 94°44.27' 350° 3.4

NM to fld. NOTAM FILE EST. Unusable 330°-120° bvd 15NM.

OMAHA  
L-121  
IAP



NDB EGQ  
410

APP CRS  
303°

Rwy Idg	<b>3401</b>
TDZE	<b>1205</b>
Apt Elev	<b>1205</b>

NDB RWY 31  
EMMETSBURG MUNI(EGQ)

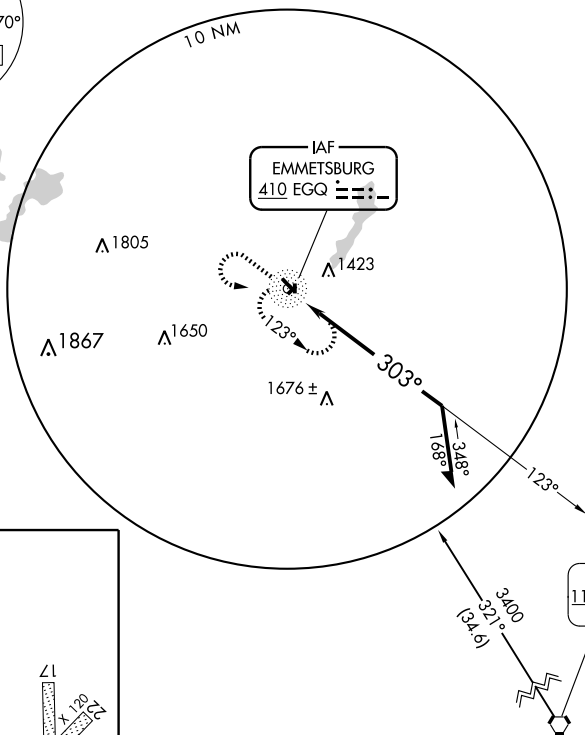
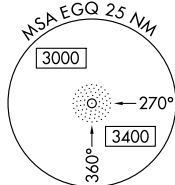
<b>T</b>	Use Algona altimeter setting, when not received, use Estherville altimeter setting.
<b>A</b> NA	

**MISSED APPROACH:** Climb to 2500 then climbing left turn to 3000 direct EGQ NDB and hold.

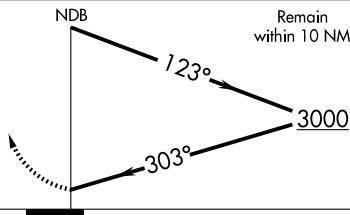
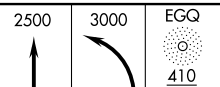
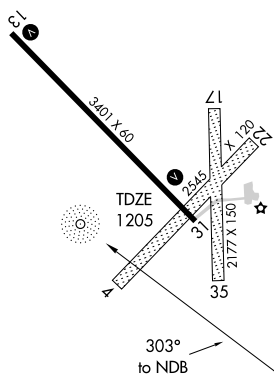
ALGONA AWOS-3  
118.475

MINNEAPOLIS CENTER  
127.75 257.7

UNICOM  
122.8 (CTAF) **L**



ELEV 1205

MIRL Rwy 13-31 **L**

Amdt 3 11FEB10

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ)

# NDB RWY 31

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	3401
132°	TDZE	1205
	Apt Elev	1205

## RNAV (GPS) RWY 13

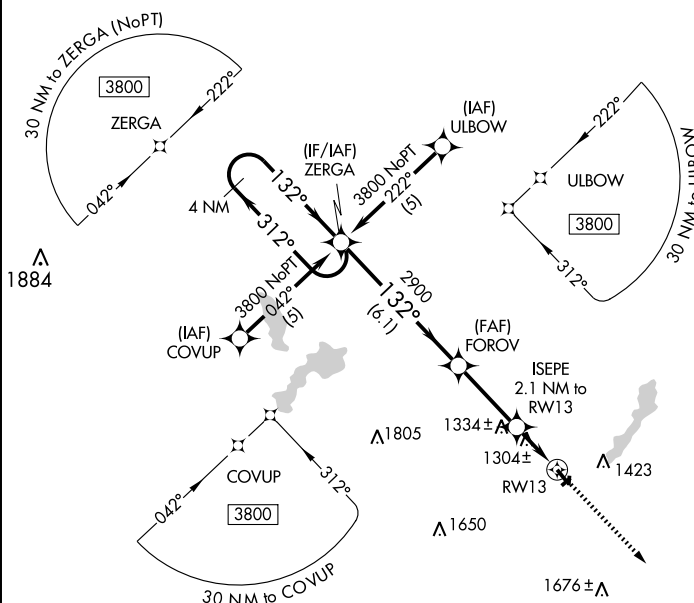
EMMETSBURG MUNI (EGQ)

<b>T</b>	DME/DME RNP-0.3 NA.
<b>A</b> NA	Use Algona altimeter setting, when not received, use Estherville altimeter setting.

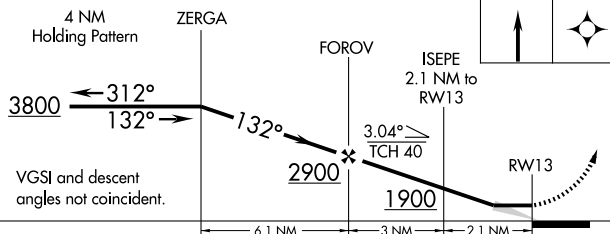
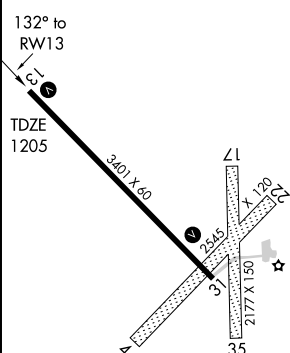
**MISSED APPROACH:** Climb to 3800 direct HIVEN and hold.

ALGONA AWOS-3  
118.475

MINNEAPOLIS CENTER  
127.75 257.7

UNICOM  
122.8 (CTAF) **L**

ELEV 1205



CATEGORY	A	B	C	D
LNAV MDA	1620-1	415 (500-1)	NA	
CIRCLING	1660-1 455 (500-1)	1840-1 635 (700-1)	NA	

MIRL Rwy 13-31 **L**

EMMETSBURG, IOWA  
Orig 11FEB10

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ)  
RNAV (GPS) RWY 13

NC-3. 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS  
**313°**Rwy Idg **3401**  
TDZE **1205**  
Apt Elev **1205****RNAV (GPS) RWY 31**  
EMMETSBURG MUNI (EGQ)

NA

DME/DME RNP-0.3 NA.

Use Algona altimeter setting, when not received,  
use Estherville altimeter setting.

MISSED APPROACH: Climb to 3800 direct ZERGA and hold.

ALGONA AWOS-3  
**118.475**MINNEAPOLIS CENTER  
**127.75 257.7**UNICOM  
**122.8 (CTAF) 0**

A 1805

A 1867

A 1650

RW31

A 1423

1284 ±

KOKAW

2.4 NM to

RW31

A 1676 ±

(FAF)

JIBAM

30 NM to EHZET

133°

3800

EHZET

043°

30 NM to OGILY

3800

OGILY

223°

133°

3800 NoPT

(IAF)

OGILY

223° (5)

133°

3800 NoPT

(IF/IAF)

HIVEN

313°

4 NM

3800

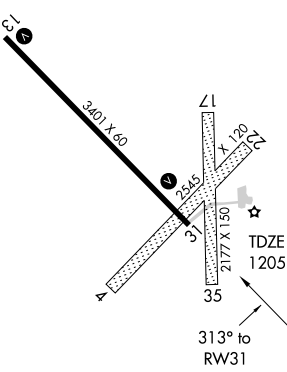
30 NM to HIVEN (NoPT)

043°

HIVEN

223°

ELEV 1205



MIRL Rwy 13-31 0

3800

ZERGA

VGSI and descent angles not coincident.



HIVEN

4 NM  
Holding Pattern

KOKAW

2.4 NM to

RW31

JIBAM

RW31

2.4 NM

2000

2.7 NM

2900

6.1 NM

CATEGORY

A

B

C

D

LNAV MDA

1600-1

395 (400-1)

NA

NA

CIRCLING

1660-1

1840-1

NA

NA

43°06'N-94°42'W

EMMETSBURG MUNI (EGQ)  
**RNAV (GPS) RWY 31**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

**EMMETSBURG MUNI** (EGQ) 1 SW UTC-6(-5DT) N43°06.12' W94°42.28'

1205 B S2 FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 13-31: H3401X60 (CONC) S-29 MIRL

RWY 13: SAVASI(S2L)—GA 3.0° TCH 21'. Trees.

RWY 31: SAVASI(S2R)—GA 3.5° TCH 21'. Tree.

RWY 04-22: 2545X120 (TURF)

RWY 04: Road. RWY 22: Road.

RWY 17-35: 2177X150 (TURF)

RWY 17: Trees. RWY 35: Road.

**AIRPORT REMARKS:** Attended irregularly. MOGAS fuel unavailable indef.

Rwy 04, Rwy 22, Rwy 17 and Rwy 35 thlds and sides marked with yellow cones. Rwy 13 VASI OTS indef. Rwy 31 VASI OTS indef.

ACTIVATE MIRL Rwy 13-31 and SAVASI Rwy 13 and Rwy 31—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

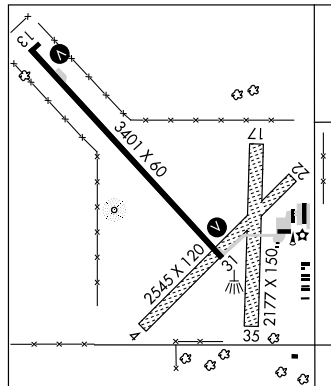
**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

SPENCER (L) VOR/DME 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 094° 22.1 NM to fld. 1330/5E.

NDB (MHW) 410 EGQ N43°06.07' W94°42.43' at fld.

NOTAM FILE FOD.

OMAHA  
L-121  
IAP**ESTHERVILLE MUNI** (EST) 4 E UTC-6(-5DT) N43°24.45' W94°44.79'

1319 B S4 FUEL 100LL NOTAM FILE EST

RWY 16-34: H4797X75 (CONC) S-11 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 30'.

RWY 34: REIL.

PAPI(P4L)—GA 3.0° TCH 42'. Highway.

RWY 06-24: 2985X90 (TURF)

RWY 24: Road.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc after hrs call

712-362-2761. Rwy 34 is calm wind rwy. Rwy 06-24 marked with yellow cones. Rwy 16 REIL are omnidirectional. ACTIVATE MIRL Rwy 16-34, REIL Rwy 16 and Rwy 34 and PAPI Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** ASOS 121.425 (712) 362-7250.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 127.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FRM.

FAIRMONT (L) VOR/DME 110.2 FRM Chan 39 N43°38.76'

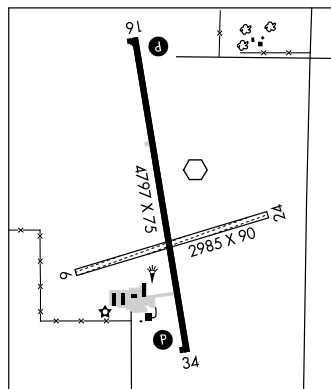
W94°25.35' 218° 20.1 NM to fld. 1164/7E.

(T) VORW 110.4 EST N43°24.56' W94°44.67' at fld.

NOTAM FILE EST. Unmonitored 2300-1400Z†.

PUFF NDB (MHW) 345 PUF N43°21.09'W 94°44.27' 350° 3.4

NM to fld. NOTAM FILE EST. Unusable 330°-120° bvd 15NM.

OMAHA  
L-121  
IAP

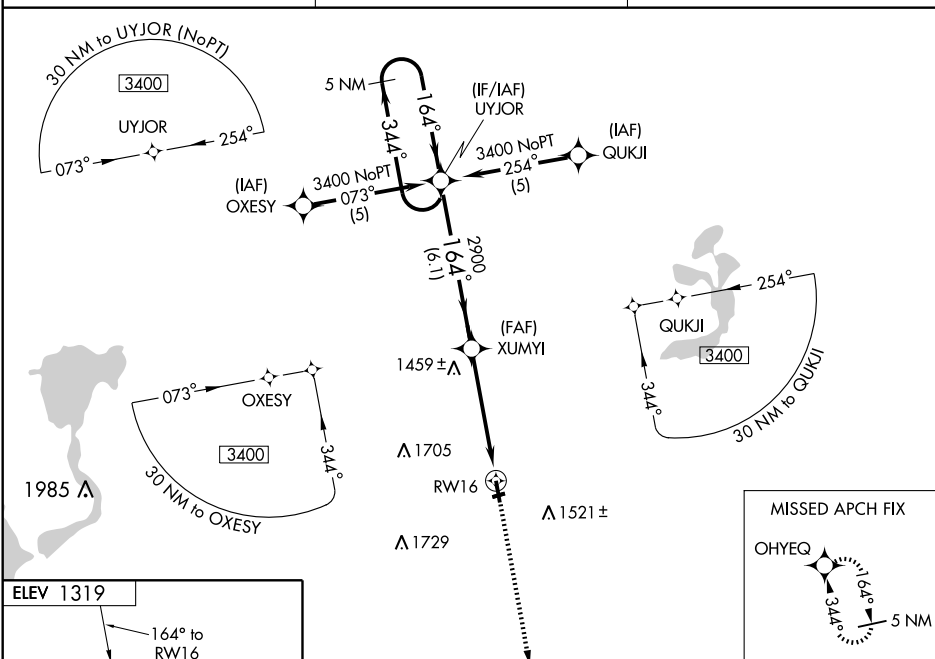
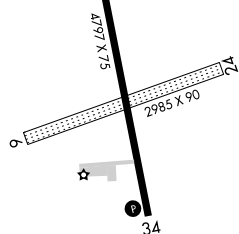


WAAS CH <b>40104</b> <b>W16A</b>	APP CRS <b>164°</b>	Rwy Idg <b>4797</b> TDZE <b>1319</b> Apt Elev <b>1319</b>
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**RNAV (GPS) RWY 16**ESTHERVILLE MUNI (E<sup>ST</sup>)

Baro-VNAV NA when using Jackson Muni altimeter setting.  
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA.  
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct OHYEQ and hold.

ASOS  
**121.425**MINNEAPOLIS CENTER  
**127.75 257.7**UNICOM  
**122.8 (CTAF) 0**ELEV **1319**164° to  
RW16TDZE  
1319REIL Rwy 16 and 34 **0**MIRL Rwy 16-34 **0**5 NM  
Holding Pattern

UYJOR

3400

← 344°

164° →

GS 3.00°

TCH 30

XUMYI

164°

2900

\*1.2 NM to  
RW16

3400

OHYEQ

\*LNAV only

6.1 NM 3.6 NM 1.2 NM

CATEGORY	A	B	C	D
LPV DA	1569-1	250 (300-1)	NA	
LNAV/VNAV DA	1608-1	289 (300-1)	NA	
LNAV MDA	1720-1	401 (500-1)	NA	
CIRCLING	1720-1 401 (500-1)	1780-1 461 (500-1)	NA	

ESTHERVILLE, IOWA

Amdt 1 07186

43°24' N-94°45' W

ESTHERVILLE MUNI (E<sup>ST</sup>)**RNAV (GPS) RWY 16**

WAAS CH <b>82304</b> <b>W34A</b>	APP CRS <b>344°</b>	Rwy Idg TDZE <b>1319</b> Apt Elev <b>1319</b>
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# RNAV (GPS) RWY 34

ESTHERVILLE MUNI (E<sup>ST</sup>)

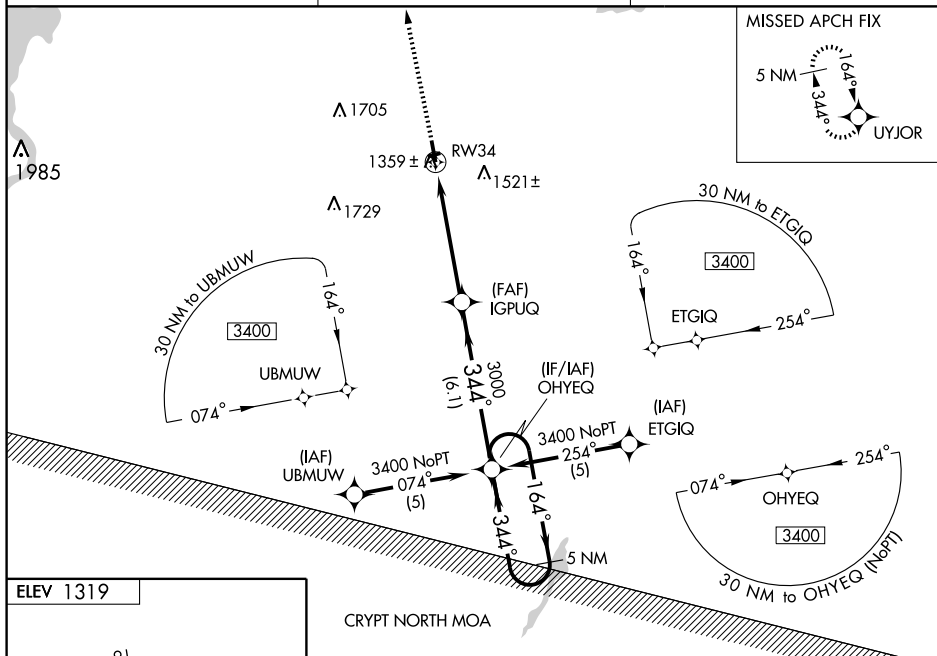
**A** Baro-VNAV NA when using Jackson Muni altimeter setting.  
If local altimeter setting not received, use Jackson Muni altimeter setting and increase all DAs/MDAs 60 feet.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
DME/DME RNP- 0.3 NA.  
VDP NA when using Jackson Muni altimeter setting.

MISSED APPROACH: Climb to 3400 direct UYJOR and hold.

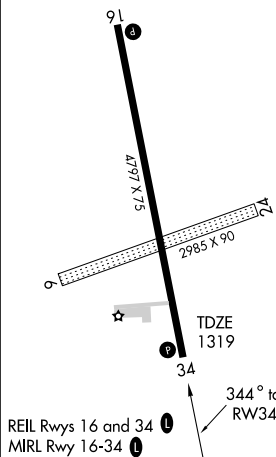
ASOS  
**121.425**

MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**122.8** (CTAF) **0**



ELEV **1319**



REIL Rwy 16 and 34  
MIRL Rwy 16-34 **0**

3400 UYJOR		OHYEQ 5 NM Holding Pattern	
*LNAV only		IGPUQ	
*1.1 NM to RW34		3400	
RW34		3000	
1.1 NM		4 NM	
6.1 NM		GS 3.00°	
TCH 42		3400	
CATEGORY	A	B	C
LPV DA	1569-1	250 (300-1)	NA
LNAV/VNAV DA	1629-1	310 (400-1)	NA
LNAV MDA	1700-1	381 (400-1)	NA
CIRCLING	1700-1 381 (400-1)	1780-1 461 (500-1)	NA

ESTHERVILLE, IOWA

Amdt 1 07186

43°24' N-94°45' W

ESTHERVILLE MUNI (E<sup>ST</sup>)  
**RNAV (GPS) RWY 34**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

EST VOR <b>110.4</b>	APP CRS <b>156°</b>	Rwy Idg TDZE Apt Elev	<b>4797</b> <b>1317</b> <b>1317</b>
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# VOR RWY 16

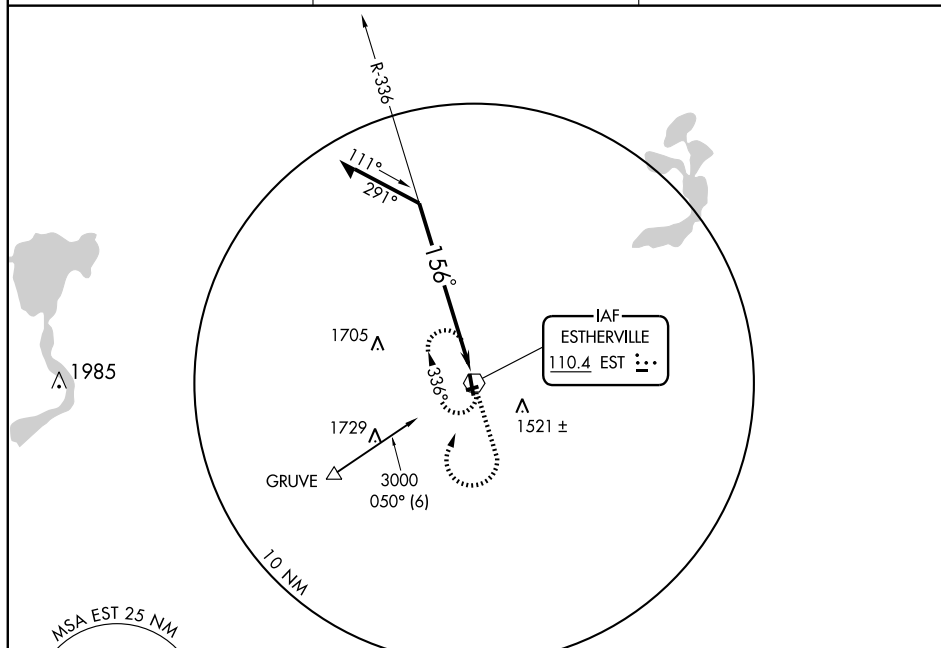
ESTHERVILLE MUNI (EST)

MISSED APPROACH: Climb to 3000 then right turn direct EST VOR and hold.

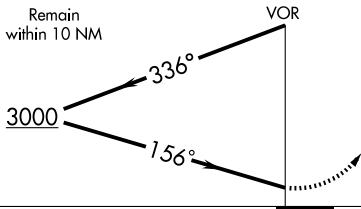
ASOS  
**121.425**

MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**122.8** (CTAF) **0**



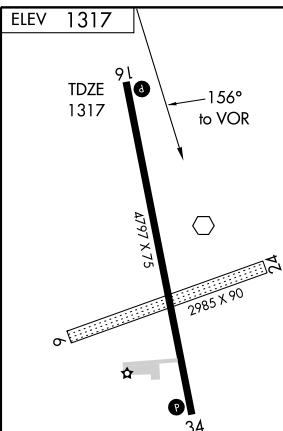
Remain  
within 10 NM



3000



EST  
110.4



CATEGORY	A	B	C	D
S-16	1840-1	523 (600-1)	NA	
CIRCUING	1840-1	523 (600-1)	NA	

REIL Rwy 16 and 34 **0**  
MIRL Rwy 16-34 **0**

EST VOR  
**110.4**

APP CRS  
349°

Rwy Idg	<b>4797</b>
TDZE	<b>1317</b>
Apt Elev	<b>1317</b>

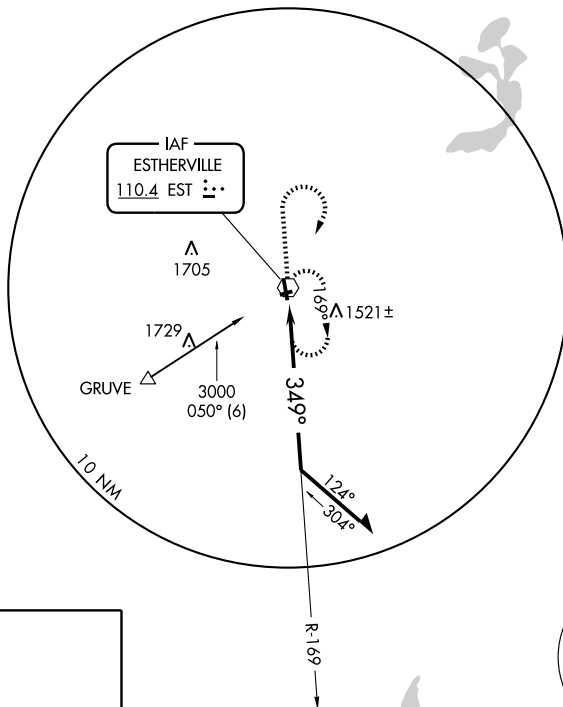
VOR RWY 34  
ESTHERVILLE MUNI (EST)

**MISSED APPROACH:** Climb to 3000 then right turn direct EST VOR and hold.

ASOS  
121,425

MINNEAPOLIS CENTER  
127.75 257.7

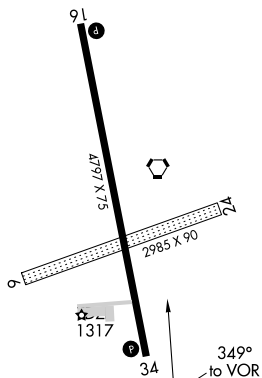
UNICOM  
122.8 (CTAF) **L**



MSA EST 25 NM

3000

ELEV 1317



3000



EST



110

VOR

Remain  
within 10 NM

169.

3000

CATEGORY

A

**B**

---

C

D

S-34

178

---

NA

CIRCLING

178

---

1

NA

ESTHERVILLE, IOWA

Amdt 6B 09071

ESTHERVILLE MUNI (EST)

VOR RWY 34

43°24'N-94°45'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

**FAIRFIELD MUNI** (FFL) 3 NW UTC-6(-5DT) N41°03.35' W91°58.85'

799 B S4 FUEL 100LL JET A TPA-1800(1001) NOTAM FILE FFL

RWY 18-36: H5500X100 (CONC) S-30, D-45 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 08-26: 2450X165 (TURF)

RWY 08: Fence. RWY 26: Fence.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0100Z†, Sat-Sun 1400-2300Z†. Arpt unattended Christmas Day, Easter Sunday and Thanksgiving. Rwy 08-26 CLOSED Nov-Mar. Parachute Jumping. Birds on and in/ov arpt. Rwy 36 is calm wind rwy. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Thld cones have red/green reflector tape and edge cones have white. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.025 (641) 472-4548.**COMMUNICATIONS:** CTAF/UNICOM 122.7

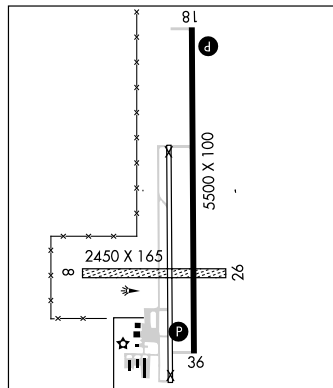
Ⓡ CHICAGO CENTER APP/DEP CON 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 078° 15.7 NM to fld. 820/6E. HIWAS.

NDB (MHW) 332 FFL N41°00.67' W91°59.31' 007° 2.7 NM to fld. NOTAM FILE FFL.

CHICAGO  
H-5D, L-27B  
IAP**FOREM** N41°28.93' W93°34.85' NOTAM FILE DSM.

NDB (LOM) 344 DS 307° 4.8 NM to Des Moines Intl.

OMAHA

**FOREST CITY MUNI** (FXF) 2 S UTC-6(-5DT) N43°14.09' W93°37.45'

1229 B S4 FUEL 100LL NOTAM FILE FOD

RWY 15-33: H5796X100 (ASPH) S-30 MIRL

RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 26'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 25'. Fence.

RWY 09-27: H2708X60 (ASPH) S-12.5 MIRL 1.0% up W

RWY 09: Tree. RWY 27: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2330Z†. For svc after hrs and weekends call 641-585-2166. ACTIVATE MIRL Rwy 09-27 and Rwy 15-33, VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.925 (641) 581-2347.**COMMUNICATIONS:** CTAF/UNICOM 122.8

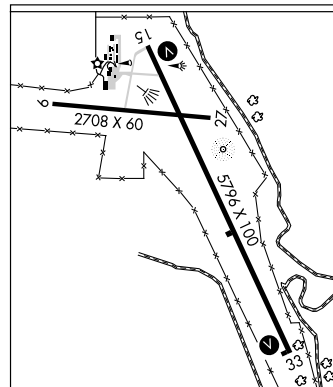
MINNEAPOLIS CENTER APP/DEP CON 127.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 297° 15.4 NM to fld. 1210/6E.

NDB(MHW) 359 FXF N43°14.15' W93°37.25' at fld. NOTAM FILE FOD.

OMAHA  
H-5C, L-12J  
IAP

# NDB RWY 36

## FAIRFIELD MUNI (FFL)

NDB FFL <b>332</b>	APP CRS <b>009°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>799</b> <b>801</b>
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**V** If local altimeter setting not received, use Ottumwa  
**NA** Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2400 direct FFL NDB and hold.

AWOS-3  
**132.025**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**122.7 (CTAF)**

OTTUMWA  
111.6 OTM  
Chan 53

2400  
088°  
(15.4)

IAF  
FAIRFIELD  
332 FFL

△ 1950

△ 1090

853±

△ 1028

△ 1270

MSA FFL 25 NM

3000

10 NM

009°

23°

054°

189°

Remain  
within 10 NM

NDB

1800

2400

FFL

332

2400

189°

009°

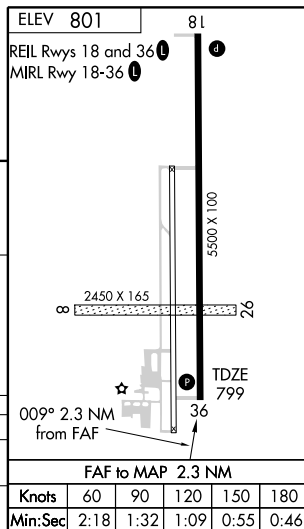
1600

3.10°

TCH 42

2.3 NM

CATEGORY	A	B	C	D
S-36	1200-1	401 (400-1)	1200-1¼ 401 (400-1¼)	NA
CIRCLING	1220-1 419 (500-1)	1260-1 459 (500-1)	1440-1¾ 639 (700-1¾)	NA



WAAS CH <b>82503</b> <b>W18A</b>	APP CRS <b>180°</b>	Rwy Idg <b>5500</b> TDZE <b>801</b> Apt Elev <b>801</b>
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RNAV (GPS) RWY 18  
FAIRFIELD MUNI (FFL)

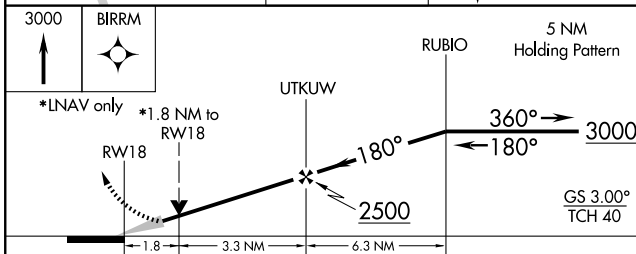
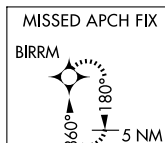
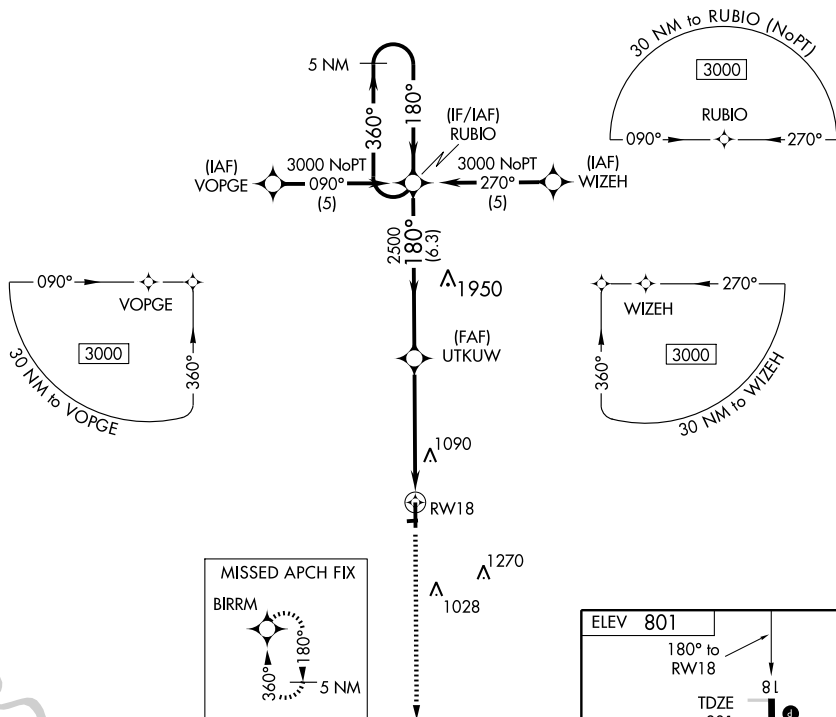
**T** If local altimeter setting not received, use Ottumwa Rgnl  
**A** altimeter setting and increase all DAs/MDAs 60 feet.  
 DME/DME RNP- 0.3 NA.  
 VDP NA when using Ottumwa Industrial altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct BIRRM and hold.

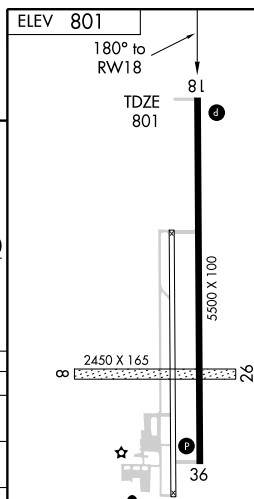
AWOS-3  
132.025

CHICAGO CENTER  
118.15 354.1

UNICOM  
122.7 (CTAF) 



CATEGORY	A	B	C	D
LPV DA	1051-1 250 (300-1)			NA
LNAV MDA	1400-1 599 (600-1)		1400-1½ 599 (600-1½)	NA
CIRCLING	1400-1 599 (600-1)		1440-1¾ 639 (700-1¾)	NA



MIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36 **L**

## RNAV (GPS) RWY 36

FAIRFIELD MUNI (FFL)

WAAS CH <b>72804</b> <b>W36A</b>	APP CRS <b>360°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>799</b> <b>801</b>
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If local altimeter setting not received, use Ottumwa Rgnl altimeter setting and increase all DAs/MDAs 60 feet.  
DME/DME RNP-0.3 NA.  
VDP NA when using Ottumwa Industrial altimeter setting.

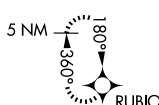
MISSED APPROACH: Climb to 3000 direct RUBIO and hold.

AWOS-3  
**132.025**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**122.7 (CTAF)**

MISSED APCH FIX



1950

1090

853±

PANSE 1.8 NM to RW36

(FAF) KYHOM

1028

1270

2500

360°

(IF/IAF) BIRRM

3000 NoPT

090° (5)

270° (5)

180°

360°

5 NM

3000

180°

360°

5 NM

3000

180°

360°

5 NM

3000

180°

360°

5 NM

3000

180°

360°

5 NM

3000

180°

360°

5 NM

3000

180°

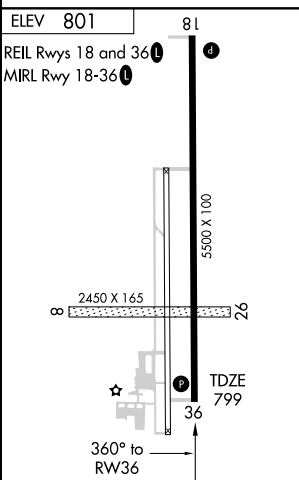
360°

5 NM

3000

180°

360°



3000		RUBIO		PANSE 1.8 NM to RW36		KYHOM		BIRRM		5 NM Holding Pattern	
*LNAV only		*1.1 NM to RW36		1400*		2500		GS 3.00°		TCH 42	
1.1		0.7		3.4 NM		6.2 NM					
CATEGORY		A		B		C		D			
LPV DA		1049-1		250 (300-1)				NA			
LNAV MDA		1180-1		381 (400-1)				NA			
CIRCLING		1180-1 379 (400-1)		1260-1 459 (500-1)		1440-1¼ 639 (700-1¼)		NA			



**FAIRFIELD MUNI** (FFL) 3 NW UTC-6(-5DT) N41°03.35' W91°58.85'

799 B S4 FUEL 100LL JET A TPA-1800(1001) NOTAM FILE FFL

RWY 18-36: H5500X100 (CONC) S-30, D-45 MIRL

RWY 18: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Road.

RWY 08-26: 2450X165 (TURF)

RWY 08: Fence. RWY 26: Fence.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0100Z†, Sat-Sun 1400-2300Z†. Arpt unattended Christmas Day, Easter Sunday and Thanksgiving. Rwy 08-26 CLOSED Nov-Mar. Parachute Jumping. Birds on and in/ov arpt. Rwy 36 is calm wind rwy. Rwy 08 and Rwy 26 thlds and edges marked with yellow cones. Thld cones have red/green reflector tape and edge cones have white. MIRL Rwy 18-36 preset on low ints, to increase ints and ACTIVATE REIL Rwy 18 and Rwy 36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.025 (641) 472-4548.**COMMUNICATIONS:** CTAF/UNICOM 122.7

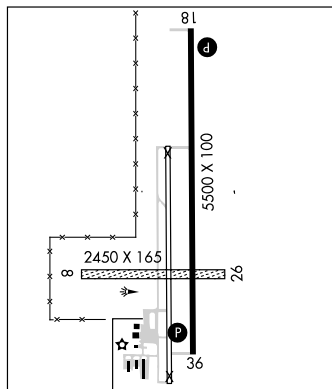
Ⓡ CHICAGO CENTER APP/DEP CON 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75'

W92°19.56' 078° 15.7 NM to fld. 820/6E. HIWAS.

NDB (MHW) 332 FFL N41°00.67' W91°59.31' 007° 2.7 NM to fld. NOTAM FILE FFL.

CHICAGO  
H-5D, L-27B  
IAP**FOREM** N41°28.93' W93°34.85' NOTAM FILE DSM.

NDB (LOM) 344 DS 307° 4.8 NM to Des Moines Intl.

OMAHA

**FOREST CITY MUNI** (FXF) 2 S UTC-6(-5DT) N43°14.09' W93°37.45'

1229 B S4 FUEL 100LL NOTAM FILE FOD

RWY 15-33: H5796X100 (ASPH) S-30 MIRL

RWY 15: REIL. VASI(V4L)—GA 3.0° TCH 26'. Road.

RWY 33: REIL. VASI(V4L)—GA 3.0° TCH 25'. Fence.

RWY 09-27: H2708X60 (ASPH) S-12.5 MIRL 1.0% up W

RWY 09: Tree. RWY 27: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2330Z†. For svc after hrs and weekends call 641-585-2166. ACTIVATE MIRL Rwy 09-27 and Rwy 15-33, VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 123.925 (641) 581-2347.**COMMUNICATIONS:** CTAF/UNICOM 122.8

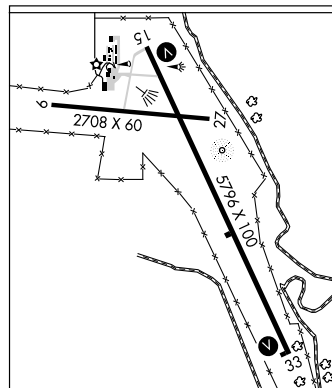
MINNEAPOLIS CENTER APP/DEP CON 127.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 297° 15.4 NM to fld. 1210/6E.

NDB(MHW) 359 FXF N43°14.15' W93°37.25' at fld. NOTAM FILE FOD.

OMAHA  
H-5C, L-12J  
IAP

NDB FXY <b>359</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>5796</b> <b>1206</b> <b>1230</b>
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# NDB RWY 33

FOREST CITY MUNI (FXY)

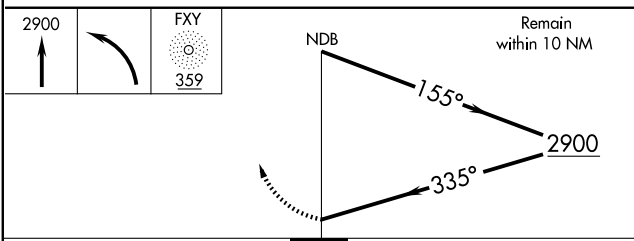
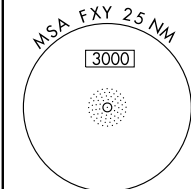
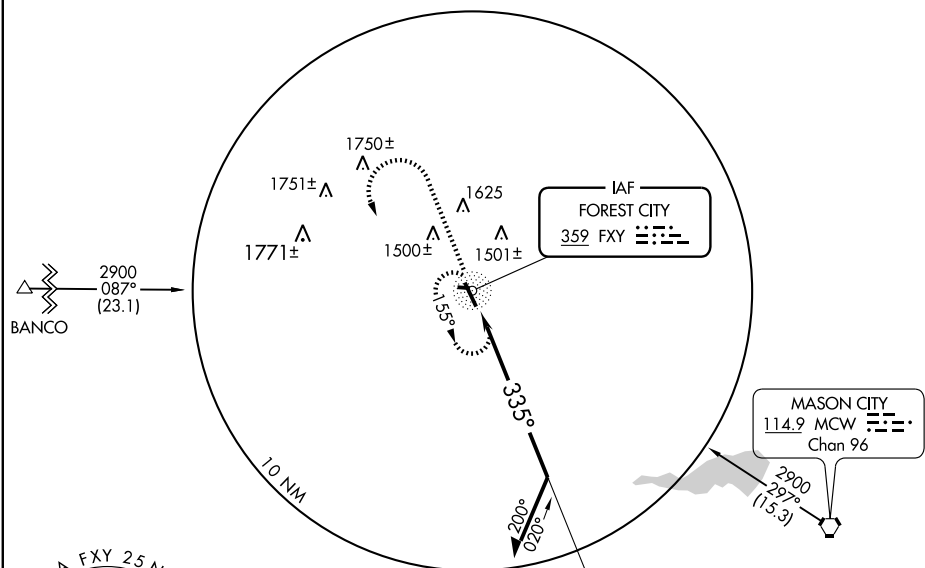
**NA** Use Mason City altimeter setting.  
Circling to Rwy 27 not authorized at night.

MISSED APPROACH: Climb to 2900, then  
left turn direct FXY NDB and hold.

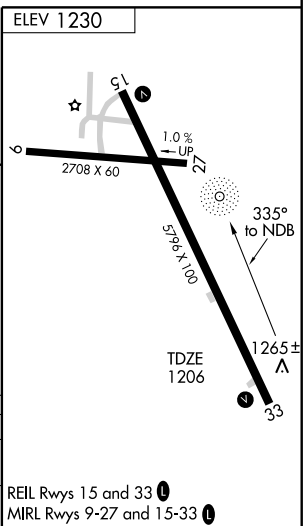
AWOS-3  
**123.925**

MINNEAPOLIS CENTER  
**127.3 380.2**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-33	1900-1 694 (700-1)	1900-2 694 (700-2)	1900-2 1/4 694 (700-2 1/4)	1900-2 1/4 694 (700-2 1/4)
CIRCLING	1900-1 670 (700-1)	1900-2 670 (700-2)	2120-3 890 (900-3)	2120-3 890 (900-3)



WAAS CH <b>78016</b> <b>W33A</b>	APP CRS <b>332°</b>	Rwy Idg TDZE Apt Elev	<b>5796</b> <b>1203</b> <b>1229</b>
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# RNAV (GPS) RWY 33

FOREST CITY MUNI (FXY)

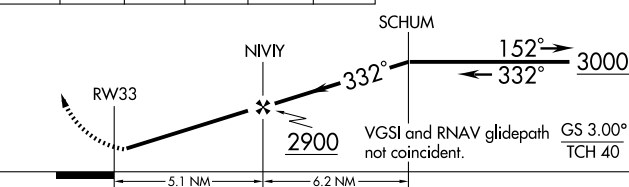
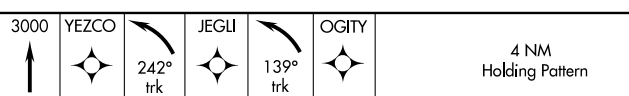
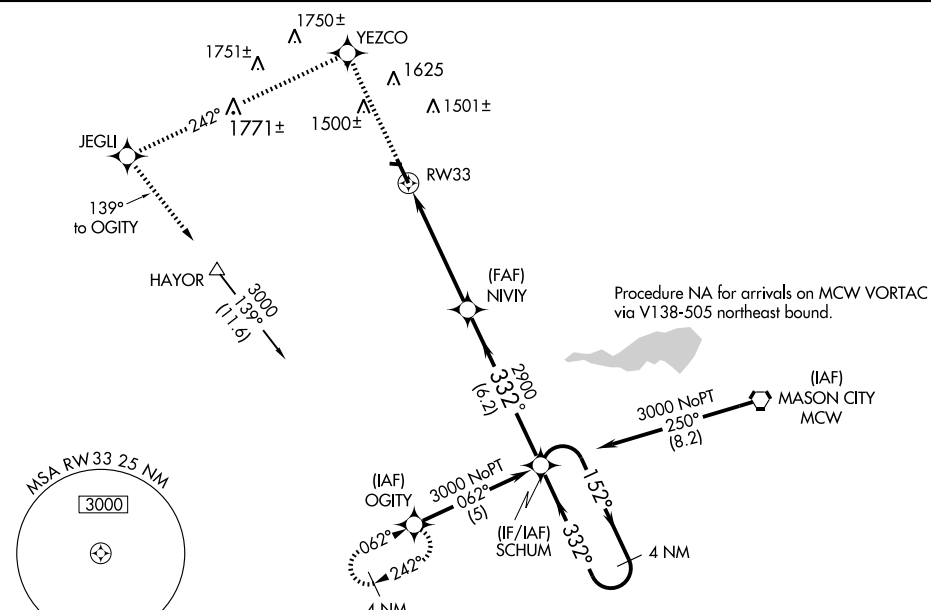
**⚠** Baro-VNAV NA when using Mason City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mason City altimeter setting and increase all DA 34 feet and all MDA 40 feet; increase LNAV Cat D visibility ¼ mile. Circling to rwy 9-27 NA at night. When VGSI inop, procedure NA at night.

**MISSED APPROACH:** Climb to 3000 direct YEZCO and left turn via track 242° to JEGLI and left turn via track 139° to OGITY and hold.

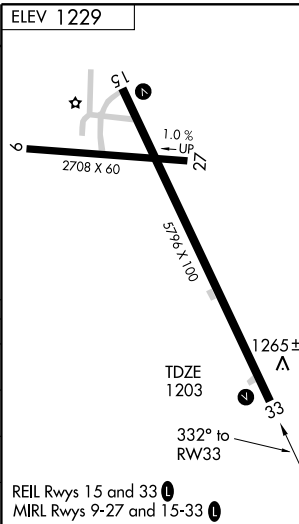
AWOS-3  
**123.925**

MINNEAPOLIS CENTER  
**127.3 380.2**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1453-1	250 (300-1)		
LNAV/VNAV DA	1535-1¼	332 (400-1¼)		
LNAV MDA	1520-1	317 (300-1)		
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	1760-1½ 531 (600-1½)	1820-2 591 (600-2)



VORTAC MCW <b>114.9</b> Chan <b>96</b>	APP CRS <b>297°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>1229</b>
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# VOR/DME-A

FOREST CITY MUNI (FXY)

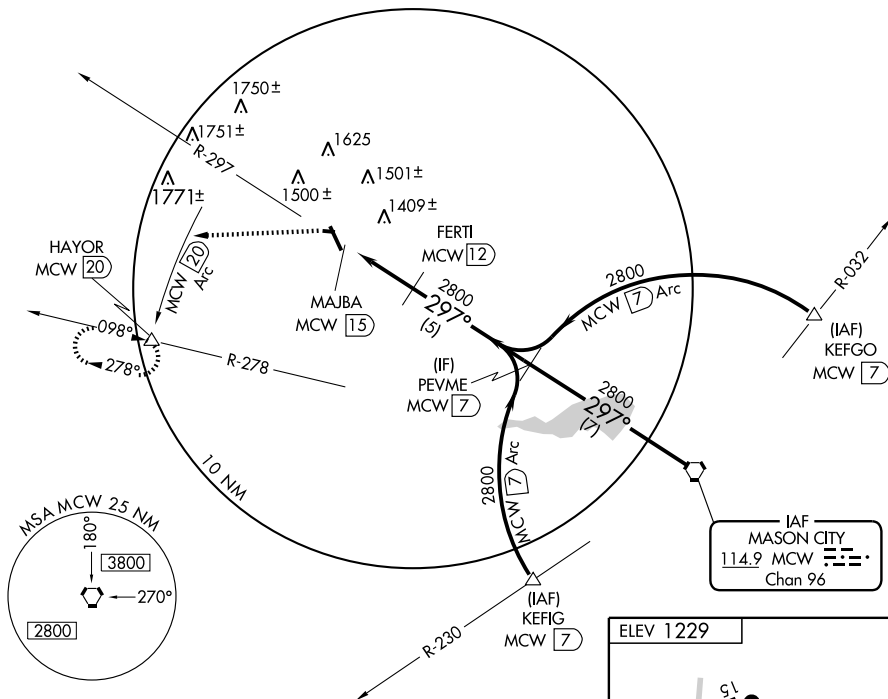
▼ When local altimeter setting not received use Mason City altimeter setting and increase all MDA 40 feet. Circling to Rwy 9-27 NA at night.  
▲ When VGSI inop, procedure NA at night.

MISSED APPROACH: Climb to 3000 via heading 260° to MCW 20 DME Arc and via MCW 20 DME Arc counter-clockwise to HAYOR 20 DME and hold.

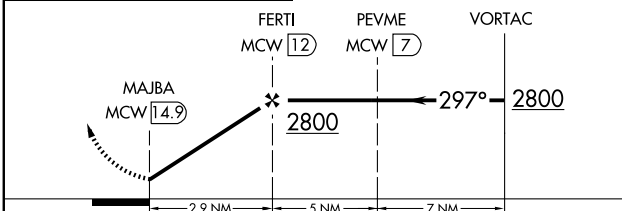
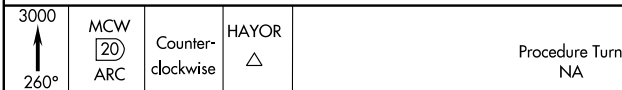
AWOS-3  
**123.925**

MINNEAPOLIS CENTER  
**127.3 380.2**

UNICOM  
**122.8 (CTAF) 0**

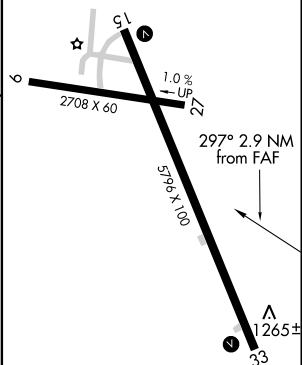


Procedure NA for arrivals on MCW VORTAC airway radials 278 clockwise 343.

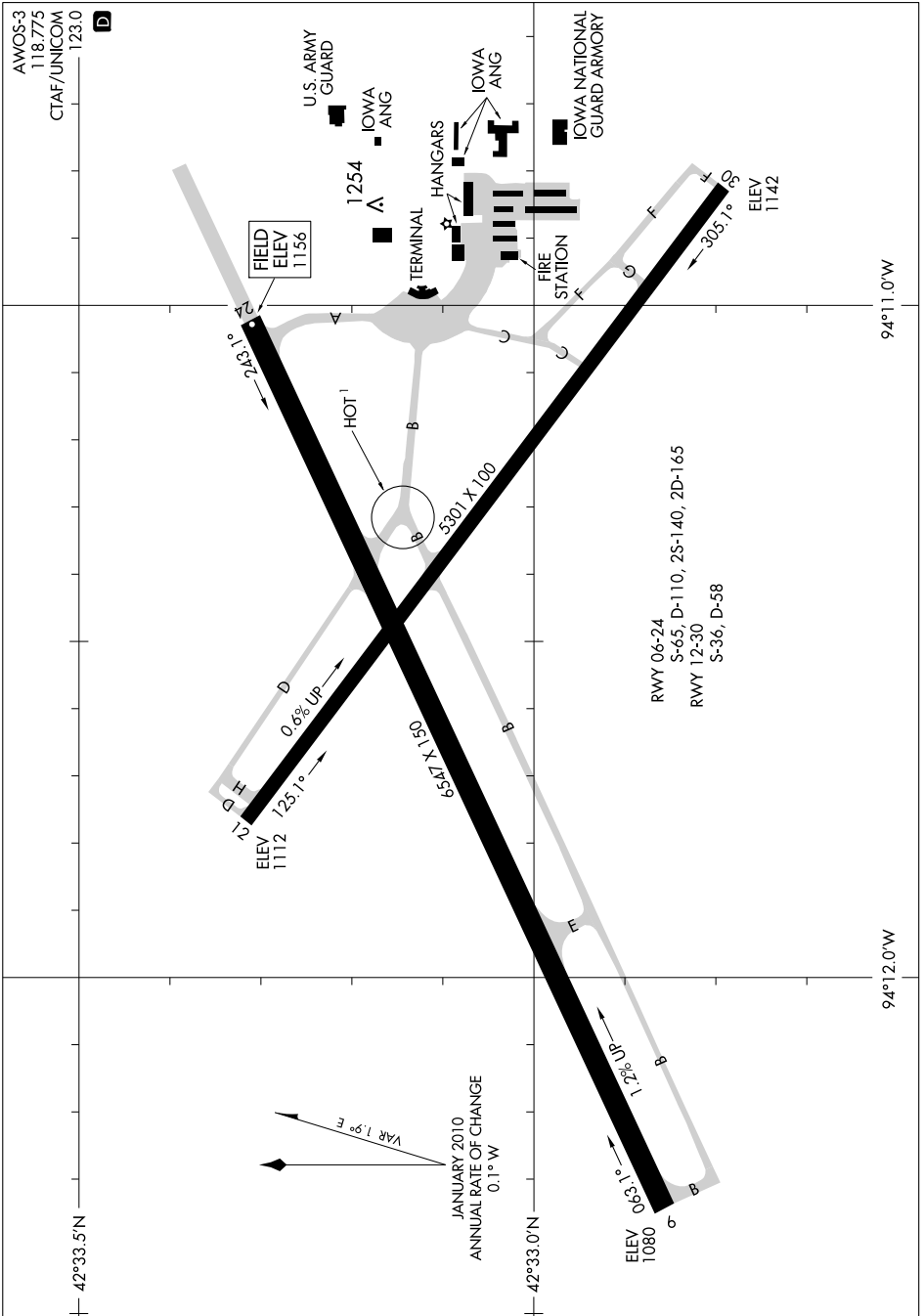


CATEGORY	A	B	C	D
CIRCLING	1680-1 451 (500-1)	1760-1 531 (600-1)	NA	

ELEV 1229



REIL Rwy 15 and 33  
MIRL Rwy 9-27 and 15-33



**FORT DODGE RGNL** (FOD) 3 N UTC-6(-5DT) N42°33.07' W94°11.51'

OMAHA

1156 B S4 FUEL 100LL, JET A TPA-1999(843) Class I, ARFF Index A NOTAM FILE FOD H-5C, L-12I

RWY 06-24: H6547X150 (ASPH) S-65, D-110, 2S-140, 2D-165 HIRL 1.2% up NE IAP, AD

RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 12-30: H5301X100 (ASPH) S-36, D-58 MIRL 0.6% up SE

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 51'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 12: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

RWY 24: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 30: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

**AIRPORT REMARKS:** Attended 1300-0200Z±. For attendant after hrs, call 515-955-3434/332-4955. When departing Rwy 06-24 and Rwy 13-30 ends of other rwy not visible. All departure/arrival acft use CTAF. Be alert: when dep Rwy 06-24 or Rwy 12-30, the apch ends of the other rws are not visible due to surrounding terrain. Be sure to announce positions and intentions on - CTAF. Migratory waterfowl on and in/ov arpt. Air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 mins before or after scheduled arrival or departure times without prior coordination with arpt management and/or arpt maintenance and confirmation that ARFF svcs are avbl prior to ldg or tkf. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 515-573-3881. Rwy 06 is calm wind rwy. ACTIVATE HIRL Rwy 06-24, MIRL Rwy 12-30, REIL Rwy 12, Rwy 24 and Rwy 30, MALSR Rwy 06 and VASI Rwy 12 and Rwy 24 and PAPI Rwy 06 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.775 (515) 955-5490. HIWAS 113.5 FOD.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.3 122.2 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 134.0

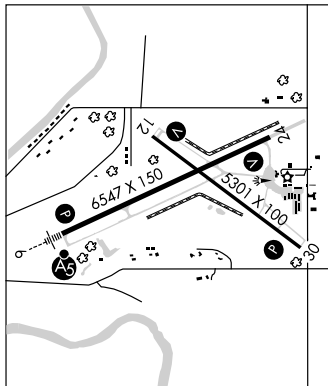
**AIRSPACE:** CLASS E svc Mon-Sat 1100-0100Z±, Sun 1800-0100Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

(H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 121° 5.8 NM to fld. 1164/7E. HIWAS.

DME portion unusable 275°-282° byd 12 NM.

BARRO NDB (LOM) 341 FO N42°30.87' W94°18.33' 061° 5.5 NM to fld.

ILS 109.1 I-FOD Rwy 06 LOM BARRO NDB. ILS unmonitored. GS reversal at 0.7 NM. GS unusable for coupled apchs blo 1360' MSL.

**FORT MADISON MUNI** (FSW) 2 N UTC-6(-5DT) N40°39.56' W91°19.61'

CHICAGO

724 B FUEL 100LL NOTAM FILE FSW

L-27B

RWY 16-34: H4002X75 (CONC-WC) S-19, D-25 MIRL

IAP

RWY 16: Trees. Rgt tfc. RWY 34: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended Mon-Sun on call. For arpt attendance call

319-372-1138 or 319-316-2234. Fuel self serve credit card.

Rwy 34 +33' trees 1000' right and left of centerline. ACTIVATE

MIRL Rwy 16-34 and REIL Rwy 34 and PAPI Rwy 34—CTAF.

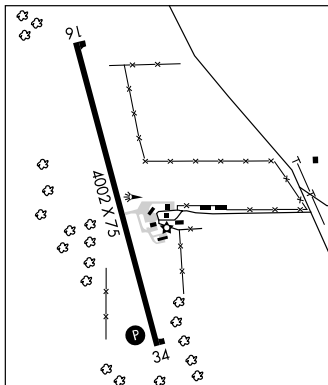
**WEATHER DATA SOURCES:** AWOS-3 120.925 (319) 372-5147.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 135.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 253° 18.7 NM to fld. 730/5E. HIWAS.

**FULLER** (See MILFORD)**GEORGE L SCOTT MUNI** (See WEST UNION)

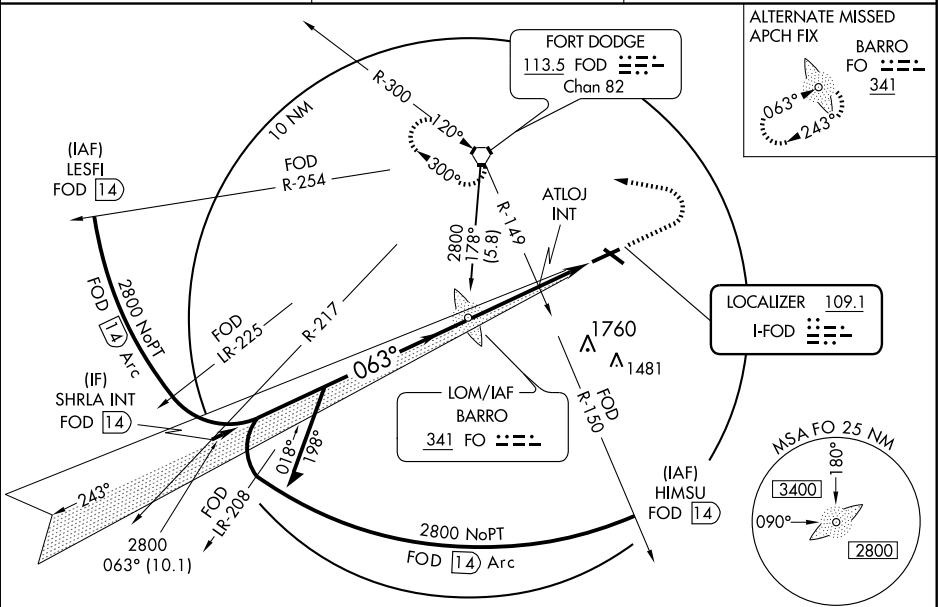
LOC I-FOD <b>109.1</b>	APP CRS <b>063°</b>	Rwy Idg TDZE Apt Elev	<b>6547</b> <b>1107</b> <b>1157</b>
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# ILS or LOC RWY 6

FORT DODGE RGNL (FOD)

<p>When VGSi inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase S-LOC and Circling visibility Cats B/C/D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase S-ILS visibility all Cats to 1 mile.</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.</p>
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AWOS-3 <b>118.775</b>	MINNEAPOLIS CENTER <b>134.0 288.3</b>	UNICOM <b>123.0 (CTAF)</b>
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<div>Remain within 10 NM</div> <div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div></div><div><div>2800</div><div>063°</div></div><div><div>2800</div><div>243°</div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WAAS CH <b>61015</b> <b>W06A</b>	APP CRS <b>063°</b>	Rwy Idg TDZE <b>6547</b> Apt Elev <b>1107</b>
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# RNAV (GPS) RWY 6

FORT DODGE RGNL (FOD)

**⚠** When VGSI inop, Circling Rwy 24 NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase visibility LNAV-VNAV all Cats and LNAV Cats C and D ¼ mile. For inoperative MALSR when using Webster City altimeter setting, increase LPV all Cats visibility to 1 mile.

MALSR



**MISSED APPROACH:**  
Climb to 3000 direct  
OXDAH and hold.

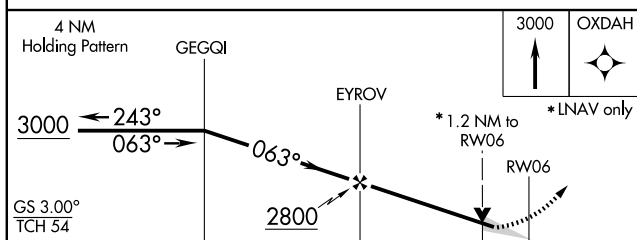
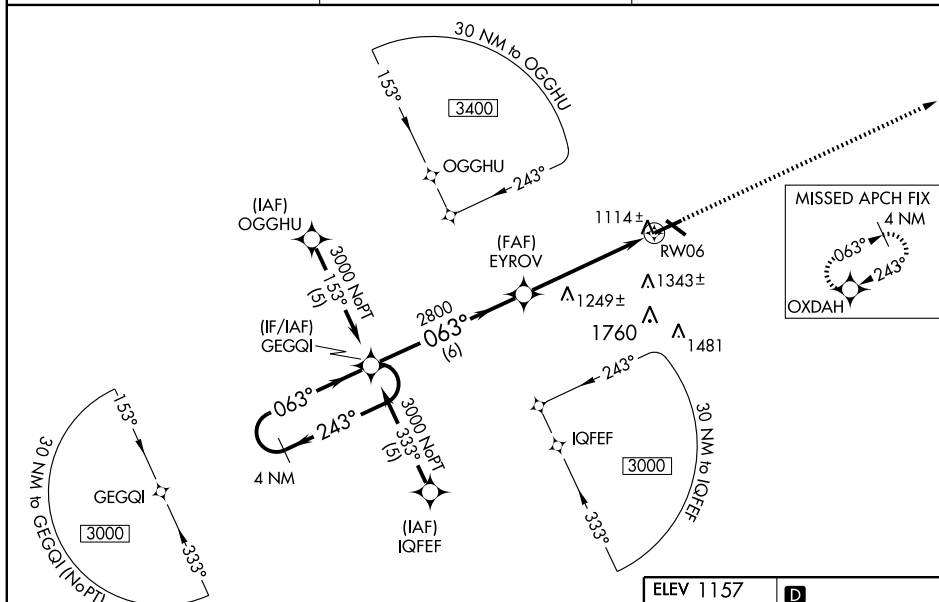
AWOS-3

**118.775**

MINNEAPOLIS CENTER

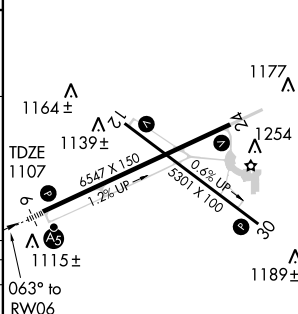
**134.0 288.3**

UNICOM

**123.0 (CTAF) 0**

CATEGORY	A	B	C	D
LPV DA	1307-1/2	200 (200-1/2)		
LNAV/VNAV DA	1525-1	418 (400-1)		
LNAV MDA	1500-1/2	393 (400-1/2)		1500-1 393 (400-1)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1 1/2 463 (500-1 1/2)	1720-2 563 (600-2)

ELEV 1157

**D**

MIRL Rwy 12-30 0

HIRL Rwy 6-24 0

REIL Rwy 12, 24 and 30 0

FORT DODGE, IOWA

Amdt 1 17DEC09

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)  
RNAV (GPS) RWY 6

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010



WAAS CH <b>99615</b> <b>W12A</b>	APP CRS <b>125°</b>	Rwy Idg TDZE <b>1128</b> Apt Elev <b>1157</b>	<b>5301</b>
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# RNAV (GPS) RWY 12

FORT DODGE RGNL (FOD)

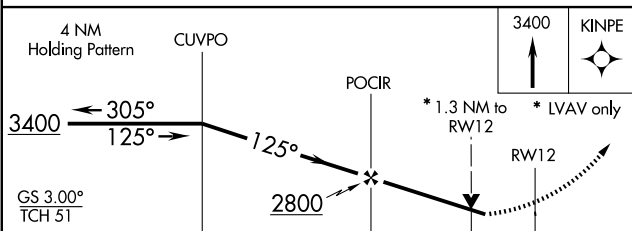
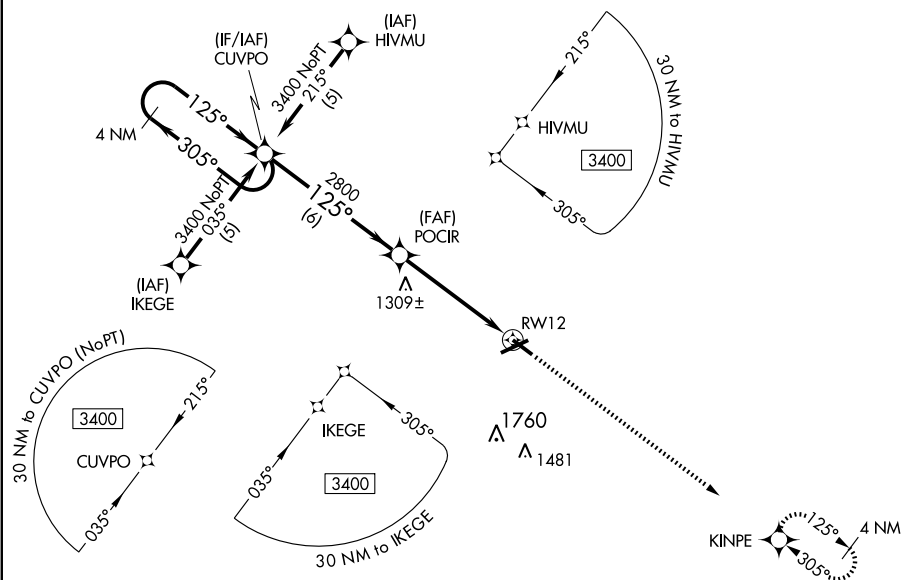
**⚠** When VGSI inoperative, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV visibility all Cats ¼ mile. VDP and Baro-VNAV NA when using Webster City altimeter setting.

**MISSED APPROACH:**  
Climb to 3400 direct KINPE and hold.

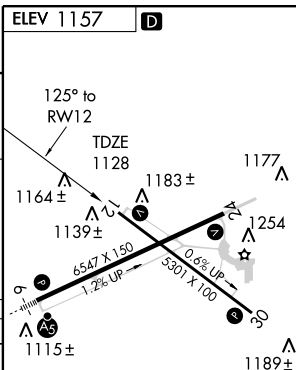
AWOS-3  
**118.775**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**123.0 (CTAF) ①**



CATEGORY	A	B	C	D
LPV DA	1405-1		277 (300-1)	
LNAV/VNAV DA	1453-1¼		325 (300-1¼)	
LNAV MDA	1560-1	432 (500-1)	1560-1¼ 432 (500-1¼)	1560-1½ 432 (500-1½)
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)



MIRL Rwy 12-30 ①  
HIRL Rwy 6-24 ①  
REIL Rwy 12, 24 and 30 ①

WAAS  
CH **45815**  
**W24A**

APP CRS  
**243°**

Rwy Idg **6547**  
TDZE **1156**  
Apt Elev **1157**

# RNAV (GPS) RWY 24

FORT DODGE RGNL (FOD)

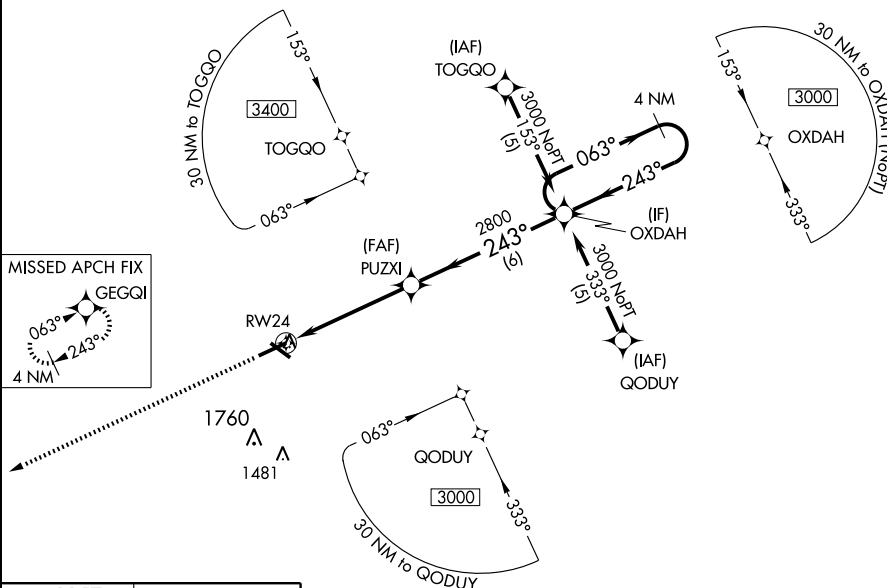
▼ When VGSI inop, Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Webster City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH:  
Climb to 3000 direct  
GEGQI and hold.

AWOS-3  
**118.775**

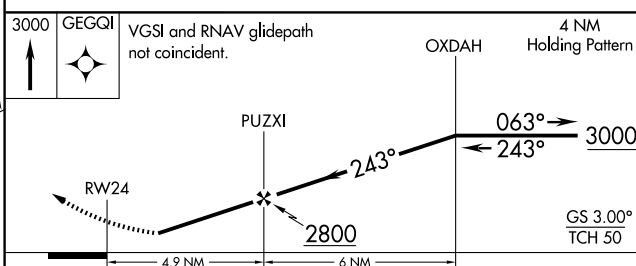
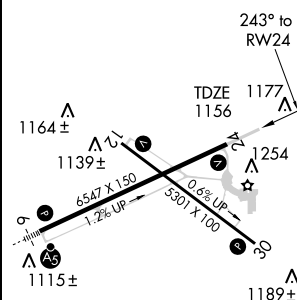
MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**123.0 (CTAF) ①**



ELEV 1157

D



CATEGORY	A	B	C	D
LPV DA	1406-1		250 (300-1)	
LNAV/VNAV DA	1504-1¼		348 (400-1¼)	
LNAV MDA	1520-1		364 (400-1)	
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)

HIRL Rwy 6-24 ①

MIRL Rwy 12-30 ①

REIL Rws 12, 24 and 30 ①

FORT DODGE, IOWA

Amdt 1 17DEC09

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)

# RNAV (GPS) RWY 24

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS  
CH **82615**  
**W30A**

APP CRS  
**305°**

Rwy Idg **5301**  
TDZE **1142**  
Apt Elev **1157**

# RNAV (GPS) RWY 30

FORT DODGE RGNL (FOD)

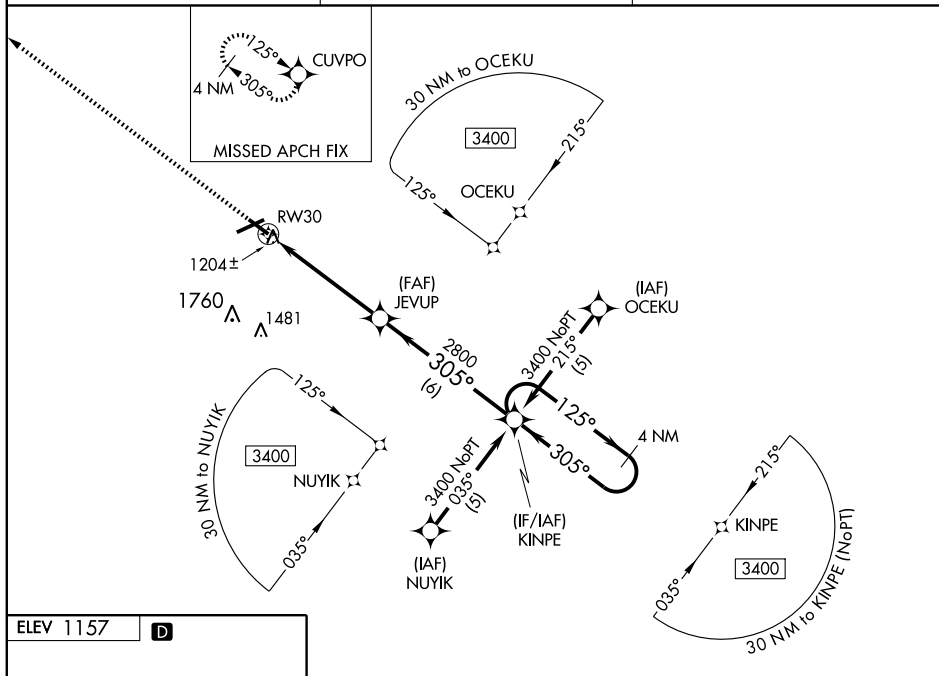
**⚠** When VGSI inop, Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Webster City altimeter setting. When local altimeter setting not received, use Webster City altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats and LNAV Cats C and D visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3400 direct CUVPO and hold.

AWOS-3  
**118.775**

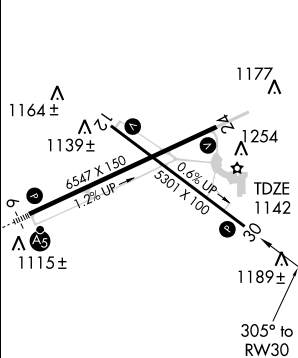
MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1157

**D**



3400		CUVPO		4 NM Holding Pattern	
*LNAV only		JEVUP		KINPE	
RW30		2800		3400	
1.1		4 NM		6 NM	
CATEGORY	A	B	C	D	
LPV DA	1424-1	282 (300-1)			
LNAV/VNAV DA	1474-1¼	332 (400-1¼)			
LNAV MDA	1520-1	378 (400-1)	1520-1¼	378 (400-1¼)	
CIRCLING	1560-1 403 (500-1)	1620-1 463 (500-1)	1620-1½ 463 (500-1½)	1720-2 563 (600-2)	

MIRL Rwy 12-30 **0**

HIRL Rwy 6-24 **0**

REIL Rws 12, 24 and 30 **0**

FORT DODGE, IOWA

Amdt 1 17DEC09

42°33'N - 94°12'W

FORT DODGE RGNL (FOD)

# RNAV (GPS) RWY 30

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010



VORTAC FOD	APP CRS	Rwy Idg	5301
113.5	120°	TDZE	1128
Chan 82		Apt Elev	1157

# VOR RWY 12

FORT DODGE RGNL (FOD)



If local altimeter setting not received, use Webster City altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

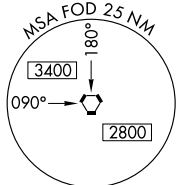
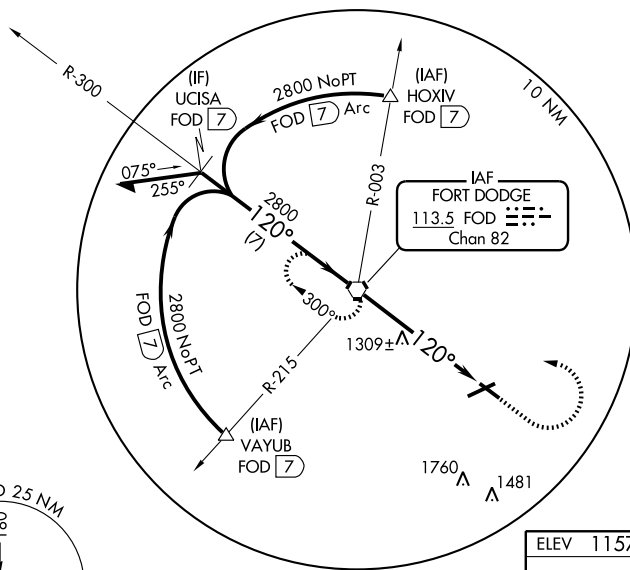
MISSED APPROACH: Climb to 2800 then left turn direct FOD VORTAC and hold.

AWOS-3  
118.775

MINNEAPOLIS CENTER  
134.0 288.3

UNICOM  
123.0 (CTAF) **1**

2365



Remain  
within 10 NM

VORTAC

2800

VGSI and descent  
angles not coincident.

2.80°

TCH 51

FOD

5.5

CATEGORY

A

B

C

D

S-12

1560-1

432 (500-1)

1560-1¼

432 (500-1¼)

1560-1½

432 (500-1½)

CIRCLING

1560-1

403 (500-1)

1620-1

463 (500-1)

1620-1½

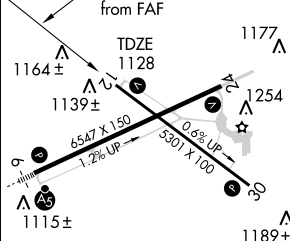
463 (500-1½)

1720-2

563 (600-2)

ELEV 1157 **D**

120° 5.5 NM  
from FAF



MIRL Rwy 12-30 **1**

REIL Rws 12, 24 and 30 **1**

HIRL Rwy 6-24 **1**

FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

**FORT DODGE RGNL** (FOD) 3 N UTC-6(-5DT) N42°33.07' W94°11.51'

OMAHA

1156 B S4 FUEL 100LL, JET A TPA-1999(843) Class I, ARFF Index A NOTAM FILE FOD H-5C, L-12I

RWY 06-24: H6547X150 (ASPH) S-65, D-110, 2S-140, 2D-165 HIRL 1.2% up NE IAP, AD

RWY 06: MALSR. PAPI(P4L)—GA 3.0° TCH 55'.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 50'.

RWY 12-30: H5301X100 (ASPH) S-36, D-58 MIRL 0.6% up SE

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 51'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 06: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 12: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

RWY 24: TORA-6547 TODA-6547 ASDA-6547 LDA-6547

RWY 30: TORA-5301 TODA-5301 ASDA-5301 LDA-5301

**AIRPORT REMARKS:** Attended 1300-0200Z±. For attendant after hrs, call 515-955-3434/332-4955. When departing Rwy 06-24 and Rwy 13-30 ends of other rwy not visible. All departure/arrival acft use CTAF. Be alert: when dep Rwy 06-24 or Rwy 12-30, the apch ends of the other rws are not visible due to surrounding terrain. Be sure to announce positions and intentions on - CTAF. Migratory waterfowl on and in/ovf arpt. Air carrier ops involving acft with more than 9 passenger seats are not authorized in excess of 15 mins before or after scheduled arrival or departure times without prior coordination with arpt management and/or arpt maintenance and confirmation that ARFF svcs are avbl prior to ldg or tkf. PPR 24 hrs for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 515-573-3881. Rwy 06 is calm wind rwy. ACTIVATE HIRL Rwy 06-24, MIRL Rwy 12-30, REIL Rwy 12, Rwy 24 and Rwy 30, MALSR Rwy 06 and VASI Rwy 12 and Rwy 24 and PAPI Rwy 06 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.775 (515) 955-5490. HIWAS 113.5 FOD.**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.3 122.2 (FORT DODGE RADIO)

MINNEAPOLIS CENTER APP/DEP CON 134.0

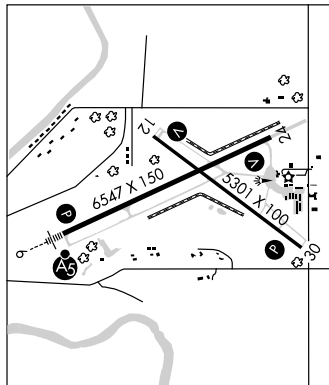
**AIRSPACE:** CLASS E svc Mon-Sat 1100-0100Z±, Sun 1800-0100Z± other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

(H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 121° 5.8 NM to fld. 1164/7E. HIWAS.

DME portion unusable 275°-282° byd 12 NM.

BARRO NDB (LOM) 341 FO N42°30.87' W94°18.33' 061° 5.5 NM to fld.

ILS 109.1 I-FOD Rwy 06 LOM BARRO NDB. ILS unmonitored. GS reversal at 0.7 NM. GS unusable for coupled apchs blo 1360' MSL.

**FORT MADISON MUNI** (FSW) 2 N UTC-6(-5DT) N40°39.56' W91°19.61'

CHICAGO

724 B FUEL 100LL NOTAM FILE FSW

L-27B

RWY 16-34: H4002X75 (CONC-WC) S-19, D-25 MIRL

IAP

RWY 16: Trees. Rgt tfc. RWY 34: REIL. PAPI(P2L). Trees.

**AIRPORT REMARKS:** Attended Mon-Sun on call. For arpt attendance call

319-372-1138 or 319-316-2234. Fuel self serve credit card.

Rwy 34 +33' trees 1000' right and left of centerline. ACTIVATE

MIRL Rwy 16-34 and REIL Rwy 34 and PAPI Rwy 34—CTAF.

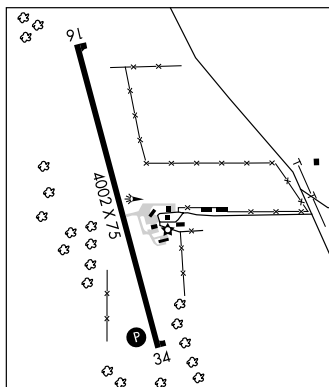
**WEATHER DATA SOURCES:** AWOS-3 120.925 (319) 372-5147.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 135.6

**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 253° 18.7 NM to fld. 730/5E. HIWAS.

**FULLER** (See MILFORD)**GEORGE L SCOTT MUNI** (See WEST UNION)

VORTAC BRL <b>111.4</b> Chan <b>51</b>	APP CRS <b>253°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>724</b>
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# VOR/DME or GPS-A

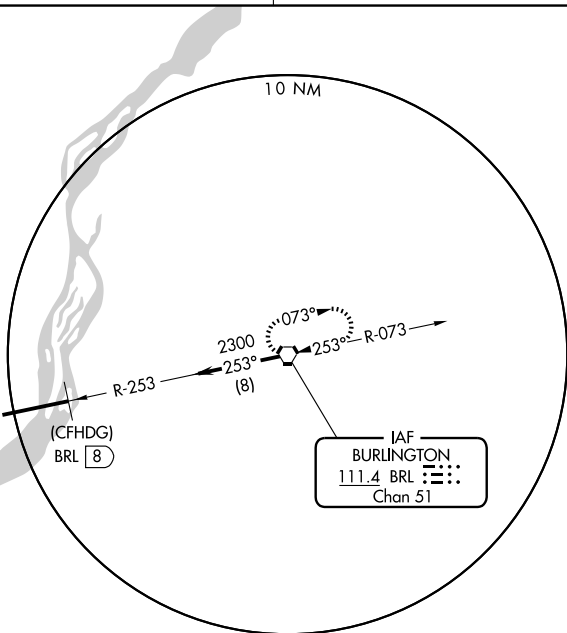
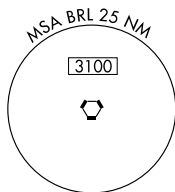
FORT MADISON MUNI (FSW)

MISSED APPROACH: Climb to 2300 then right turn direct BRL VORTAC and hold.

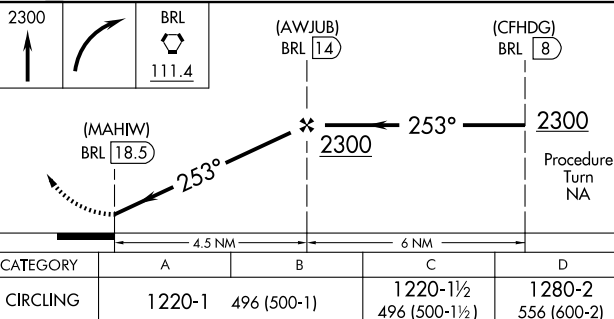
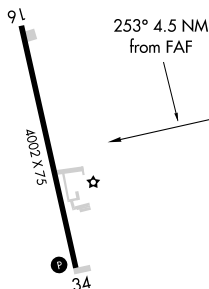
AWOS-3  
**120.925**

CHICAGO CENTER  
**135.6 316.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 724



CATEGORY	A	B	C	D
CIRCLING	1220-1	496 (500-1)	1220-1½ 496 (500-1½)	1280-2 556 (600-2)

REIL Rwy 34 0  
MIRL Rwy 16-34 0

VORTAC BRL <b>111.4</b> Chan <b>51</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>713</b> <b>724</b>
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# VOR/DME RNAV or GPS RWY 16

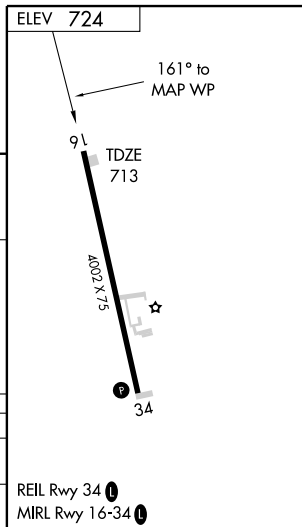
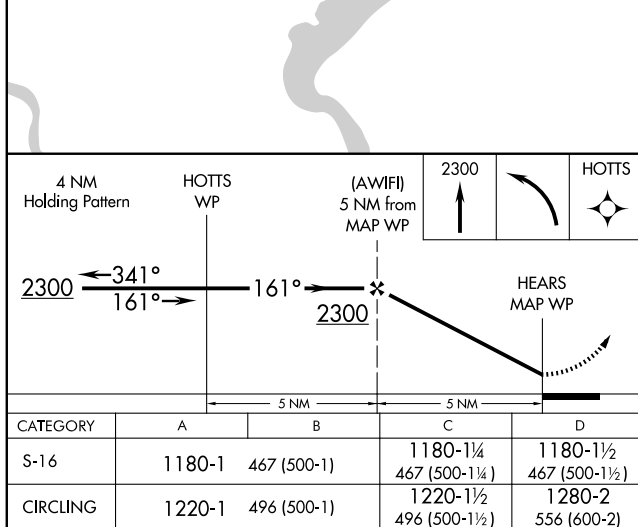
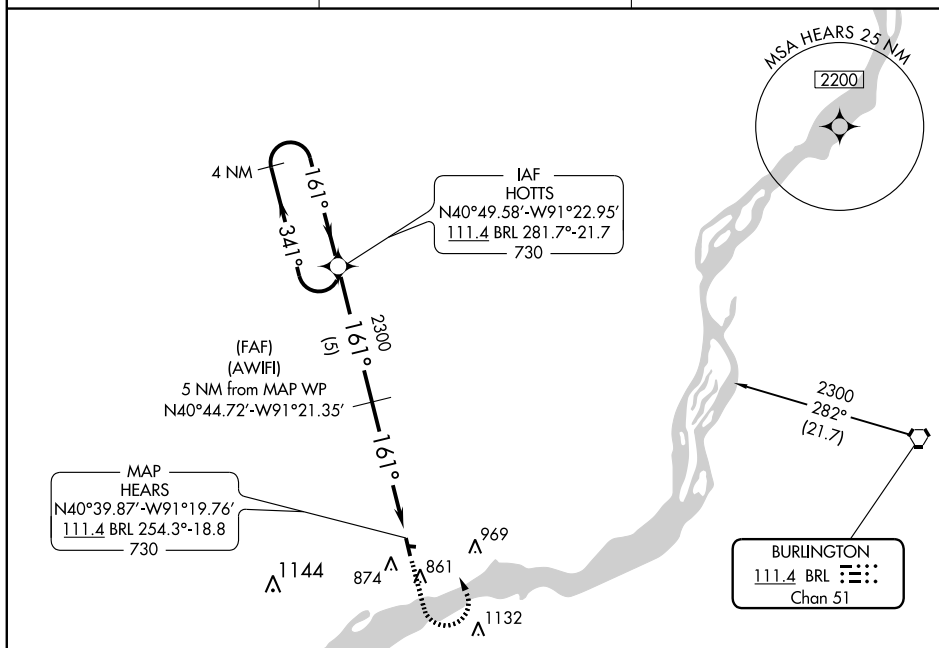
FORT MADISON MUNI (F'SW)

MISSED APPROACH: Climb to 2300 then left turn direct  
HOTT'S WP and hold.

AWOS-3  
**120.925**

CHICAGO CENTER  
**135.6 316.1**

UNICOM  
**122.8 (CTAF) 0**





VORTAC BRL <b>111.4</b> Chan <b>51</b>	APP CRS <b>353°</b>	Rwy Idg TDZE Apt Elev	<b>4002</b> <b>720</b> <b>724</b>
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# VOR/DME RNAV or GPS RWY 34


FORT MADISON MUNI (F'SW)

MISSED APPROACH: Climb to 2300 then right turn direct DRIBS WP and hold.

AWOS-3  
**120.925**

CHICAGO CENTER  
**135.6 316.1**

UNICOM  
**122.8 (CTAF) 0**

BURLINGTON  
**111.4** BRL   
Chan 51

MAP  
FILLS  
N40°39.23'-W91°19.57'  
111.4 BRL 252.3°-18.7  
730

(FAF)  
(AWIRU)  
5 NM from MAP WP  
N40°34.23'-W91°19.34'

IAF  
DRIBS  
N40°29.23'-W91°19.11'  
111.4 BRL 226.8°-22.9  
730

MSA FILLS 25 NM  
**2200**

ELEV 724

2300



(AWIRU)  
5 NM from  
MAP WP

DRIBS  
WP

4 NM  
Holding Pattern

FILLS  
MAP WP

353° 173° 2300  
← 353°

CATEGORY

A

B

C

D

S-34

1300-1

580 (600-1)

1300-1½

1300-1¾

CIRCLING

1300-1

576 (600-1)

1300-1½

1300-2

REIL Rwy 34 0

MIRL Rwy 16-34 0

353° to  
MAP WP

**GREENFIELD MUNI** (GFZ) 2 NE UTC-6(-5DT) N41°19.63' W94°26.71'OMAHA  
L-10J, 121  
IAP

1364 B FUEL 100LL NOTAM FILE FOD

RWY 07-25: H3400X60 (CONC) MIRL

RWY 14-32: H2500X50 (CONC) S-7 MIRL

RWY 14: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 32: REIL. VASI(V2L)—GA 3.0° TCH 26'. Road.

**AIRPORT REMARKS:** Unattended. For fuel during daylight call 641-743-2183; nights call 641-743-2323 (Police Department). Rwy 25 is calm wind rwy. Inadequate climb for holding on turnaround at thld of Rwy 14. MIRL Rwy 07-25 preset on low ints, to increase ints—CTAF. ACTIVATE MIRL Rwy 14-32, VASI and REIL Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 125.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 253° 36.6 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 338 GFZ N41°19.53' W94°26.61' at fld. NOTAM FILE FOD.

**GRINNELL RGNL** (GGI) 1 S UTC-6(-5DT) N41°42.59' W92°44.16'CHICAGO  
H-5D, L-12J, 28F  
IAP

1008 B FUEL 100LL, JET A NOTAM GGI

RWY 13-31: H5200X75 (CONC-GRVD) S-30, D-30 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 34'. Thld displcd 200'. Pole.

RWY 31: REIL. PAPI(P2L)—GA 3.3° TCH 34'. Thld displcd 200'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z, Sun 1900-0000Z. For fuel after hrs call 641-236-3019. Rwy 31 is calm wind rwy. MIRL Rwy 13-31 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.725 (641) 236-9720.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.35 (FORT DODGE RADIO)

CHICAGO CENTER APP/DEP CON 127.05

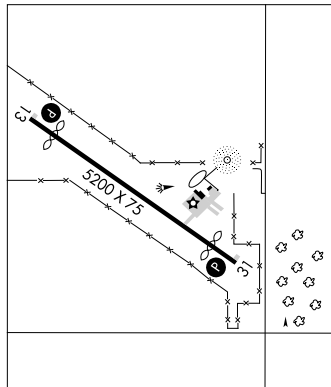
**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 102° 17.3 NM to fld. 980/3E.

NDB (MHW) 248 GGI N41°42.56' W92°43.76' at fld. NOTAM

FILE GGI.

**GRUNDY CENTER MUNI** (6K7) 3 W UTC-6(-5DT) N42°21.05' W92°50.61'

CHICAGO

1075 NOTAM FILE FOD

RWY 17-35: 2250X60 (TURF)

RWY 17: Thld displcd 640'. Road.

RWY 35: Fence.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED winter months. Radio control acft on and around arpt. Rwy 17 and Rwy 35 marked at corners and edges with yellow cones. Rwy 17 displcd thld marked with three yellow cones each side of rwy.

**COMMUNICATIONS:** CTAF 122.9**GUTHRIE CENTER** N41°40.91' W94°25.93' NOTAM FILE FOD.OMAHA  
L-12J

NDB (MHW) 516 GCT at Guthrie Co Rgnl.

NDB GFZ <b>338</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>2500</b> <b>1361</b> <b>1361</b>
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# NDB or GPS RWY 32

GREENFIELD MUNI (GFZ)

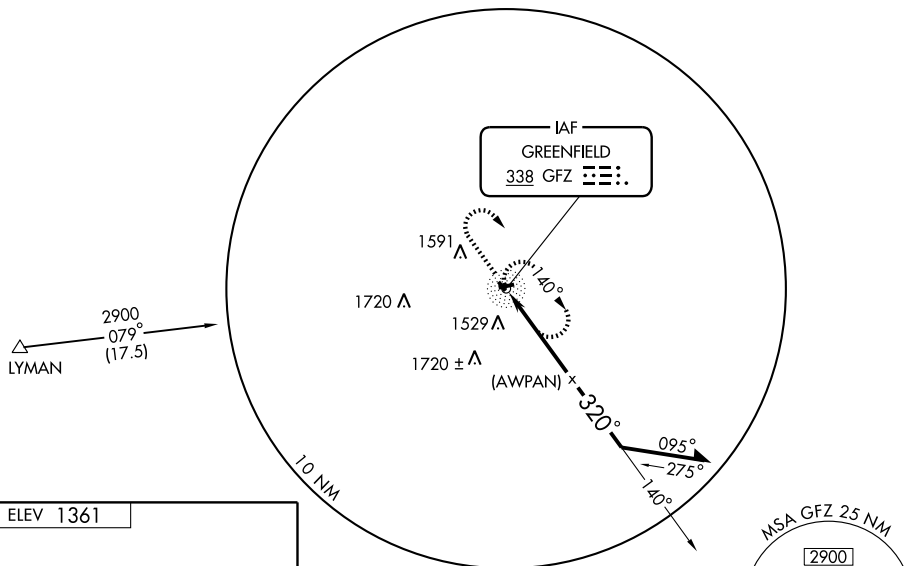
**NA** Use Creston altimeter setting; if not received, use Des Moines altimeter setting and increase all MDA's 80 feet.

**MISSED APPROACH:** Climb to 2900 then right turn direct GFZ NDB and hold.

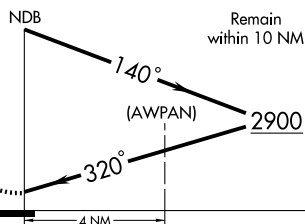
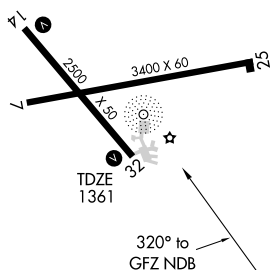
MINNEAPOLIS CENTER  
**125.65 306.950**

(CTAF)  
**122.9 0**

**Δ1899**



ELEV 1361



REIL Rwy 14 and 32 **0**  
MIRL Rwy 7-25 and 14-32 **0**

CATEGORY	A	B	C	D
S-32	2000-1	639 (700-1)	NA	NA
CIRCLING	2000-1	639 (700-1)	NA	NA

GREENFIELD, IOWA

Amdt 1 09071

41°20'N-94°27'W

GREENFIELD MUNI (GFZ)  
**NDB or GPS RWY 32**

**GREENFIELD MUNI** (GFZ) 2 NE UTC-6(-5DT) N41°19.63' W94°26.71'

1364 B FUEL 100LL NOTAM FILE FOD

RWY 07-25: H3400X60 (CONC) MIRL

RWY 14-32: H2500X50 (CONC) S-7 MIRL

RWY 14: REIL. VASI(V2L)—GA 3.0° TCH 26'.

RWY 32: REIL. VASI(V2L)—GA 3.0° TCH 26'. Road.

**AIRPORT REMARKS:** Unattended. For fuel during daylight call 641-743-2183; nights call 641-743-2323 (Police Department). Rwy 25 is calm wind rwy. Inadequate climb for holding on turnaround at thld of Rwy 14. MIRL Rwy 07-25 preset on low ints, to increase ints—CTAF. ACTIVATE MIRL Rwy 14-32, VASI and REIL Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 125.65

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 253° 36.6 NM to fld. 940/7E.

HIWAS.

NDB (MHW) 338 GFZ N41°19.53' W94°26.61' at fld. NOTAM FILE FOD.

OMAHA

L-10J, 121

IAP

**GRINNELL RGNL** (GGI) 1 S UTC-6(-5DT) N41°42.59' W92°44.16'

1008 B FUEL 100LL, JET A NOTAM GGI

RWY 13-31: H5200X75 (CONC-GRVD) S-30, D-30 MIRL 0.4% up SE

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 34'. Thld displcd 200'. Pole.

RWY 31: REIL. PAPI(P2L)—GA 3.3° TCH 34'. Thld displcd 200'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z, Sun 1900-0000Z. For fuel after hrs call 641-236-3019. Rwy 31 is calm wind rwy. MIRL Rwy 13-31 preset low ints to increase ints and ACTIVATE PAPI and REIL Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.725 (641) 236-9720.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.35 (FORT DODGE RADIO)

CHICAGO CENTER APP/DEP CON 127.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 102° 17.3 NM to fld. 980/3E.

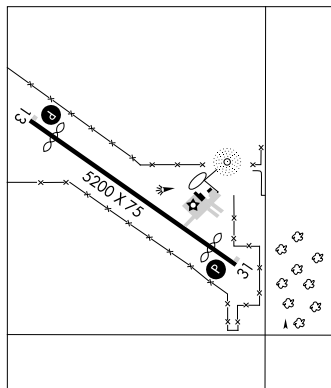
NDB (MHW) 248 GGI N41°42.56' W92°43.76' at fld. NOTAM

FILE GGI.

CHICAGO

H-5D, L-121, 28F

IAP

**GRUNDY CENTER MUNI** (6K7) 3 W UTC-6(-5DT) N42°21.05' W92°50.61'

1075 NOTAM FILE FOD

RWY 17-35: 2250X60 (TURF)

RWY 17: Thld displcd 640'. Road.

RWY 35: Fence.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED winter months. Radio control acft on and around arpt. Rwy 17 and Rwy 35 marked at corners and edges with yellow cones. Rwy 17 displcd thld marked with three yellow cones each side of rwy.

**COMMUNICATIONS:** CTAF 122.9

CHICAGO

**GUTHRIE CENTER** N41°40.91' W94°25.93' NOTAM FILE FOD.

NDB (MHW) 516 GCT at Guthrie Co Rgnl.

OMAHA

L-121

NDB GGI <b>248</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1005</b> <b>1008</b>
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# NDB RWY 13

GRINNELL RGNL (GGI)

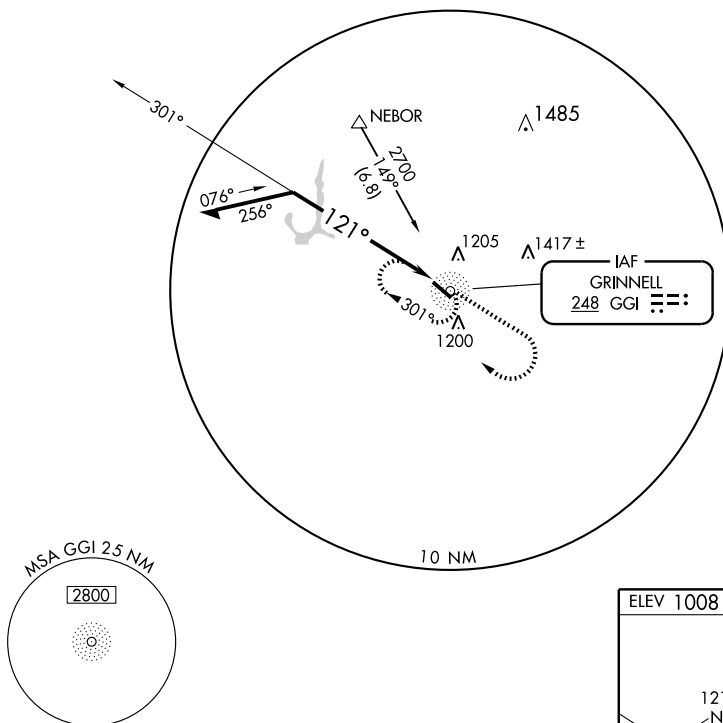
**▽** When local altimeter setting not received, use Newton  
**▲** altimeter setting and increase all MDAs 40 feet.  
 Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2700 then right turn  
direct GGI NDB and hold.

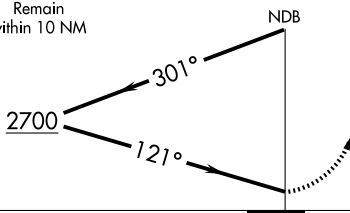
AWOS-3  
**120.725**

CHICAGO CENTER  
**127.05 319.8**

UNICOM  
**122.8 (CTAF) 0**



Remain  
within 10 NM

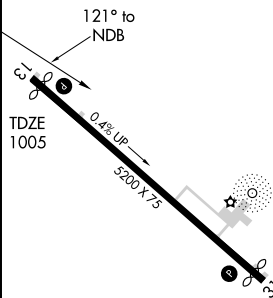


2700



GGI  
248

ELEV 1008



CATEGORY

A

B

C

D

S-13

1620-1 615 (700-1)

1620-1¾  
615 (700-1¾)

NA

CIRCLING

1620-1 612 (700-1)

1620-1¾  
612 (700-1¾)

NA

REIL Rwy 13 and 31 0  
MIRL Rwy 13-31 0

WAAS CH <b>58107</b> <b>W13A</b>	APP CRS <b>129°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1005</b> <b>1008</b>
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# RNAV (GPS) RWY 13

GRINNELL RGNL (GGI)

**▼** When local altimeter setting not received, use Newton altimeter setting and increase all DAs 38 feet and all MDAs 40 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Newton altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

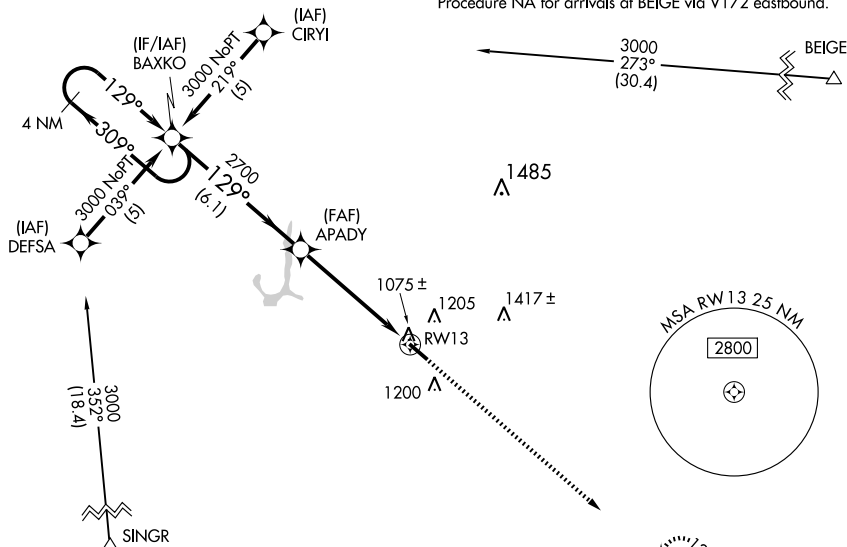
MISSED APPROACH: Climb to 3000 direct PICRA and hold.

AWOS-3  
**120.725**

CHICAGO CENTER  
**127.05 319.8**

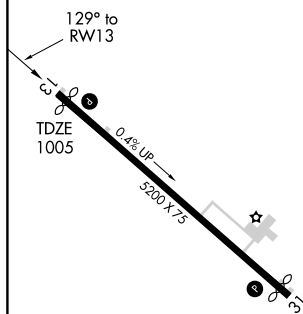
UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at BEIGE via V172 eastbound.



ELEV **1008**

Rwy 13 Idg 5000'  
Rwy 31 Idg 5000'



4 NM Holding Pattern				3000	PICRA
BAXKO				APADY	RW13
3000 ← 309° → 129° → 2700					
GS 3.00° TCH 34					
				6.1 NM	5.2 NM
CATEGORY	A	B	C	D	
LPV DA	1284-1 279 (300-1)			NA	
LNAV/VNAV DA	1415-1½ 410 (500-1½)			NA	
LNAV MDA	1480-1	475 (500-1)	1480-1¼ 475 (500-1¼)	NA	
CIRCLING	1620-1	612 (700-1)	1620-1¾ 612 (700-1¾)	NA	

REIL Rwy 13 and 31 **0**  
MIRL Rwy 13-31 **0**

GRINNELL, IOWA

Amdt 1 08157

41°43'N- 92°44'W

GRINNELL RGNL (GGI)

# RNAV (GPS) RWY 13

APP CRS **309°**  
 Rwy ldg **5000**  
 TDZE **1008**  
 Apt Elev **1008**

# RNAV (GPS) RWY 31

GRINNELL RGNL (GGI)

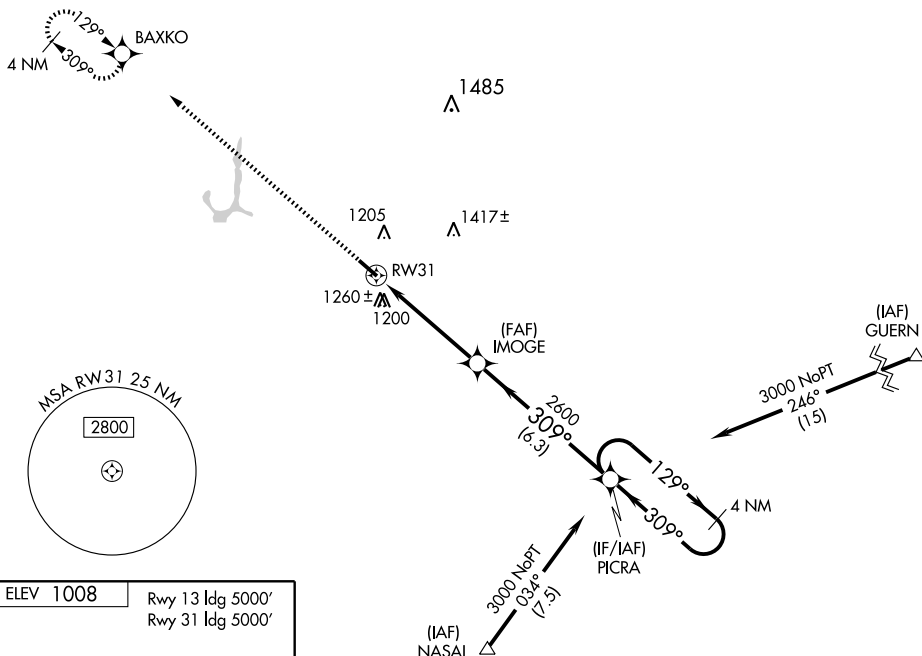
**▼** When local altimeter setting not received, use Newton  
**▲** altimeter setting and increase all MDAs 40 feet.  
 Visibility reduction by helicopters NA.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct BAXKO and hold.

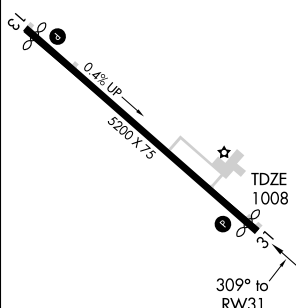
AWOS-3  
**120.725**

CHICAGO CENTER  
**127.05 319.8**

UNICOM  
**122.8 (CTAF) 0**

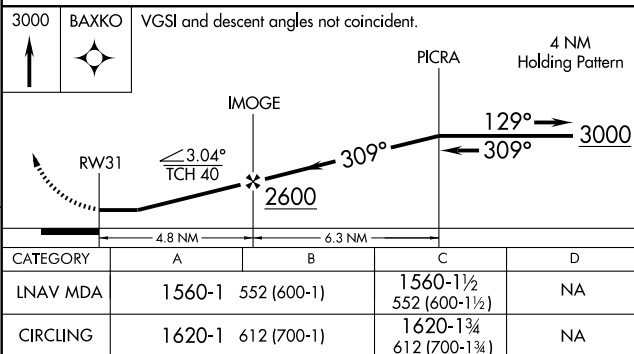


ELEV 1008 Rwy 13 ldg 5000'  
 Rwy 31 ldg 5000'



REIL Rwy 13 and 31 0  
 MRL Rwy 13-31 0

Procedure NA for arrivals at NASAL via V6-8 westbound.



VOR/DME TNU <b>112.5</b> Chan <b>72</b>	APP CRS <b>282°</b>	Rwy Idg TDZE Apt Elev <b>5000</b> <b>1008</b> <b>1008</b>
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# VOR/DME RWY 31

GRINNELL RGNL (GGI)

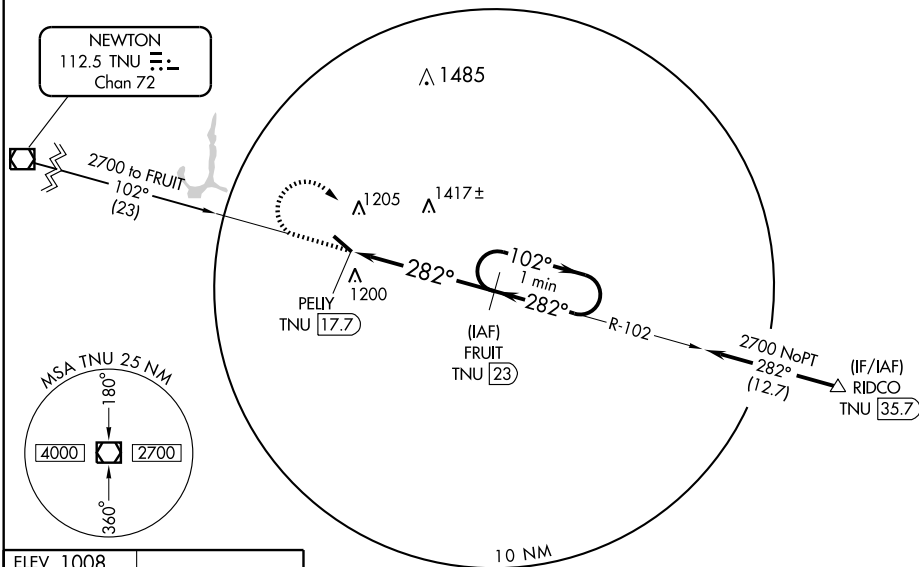
**⚠** When local altimeter setting not received, use Newton altimeter setting and increase all MDAs 40 feet.  
Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2700 then right turn via TNU VOR/DME R-102 to FRUIT/TNU 23 DME and hold.

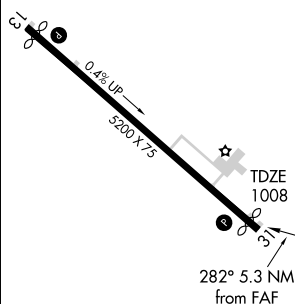
AWOS-3  
**120.725**

CHICAGO CENTER  
**127.05 319.8**

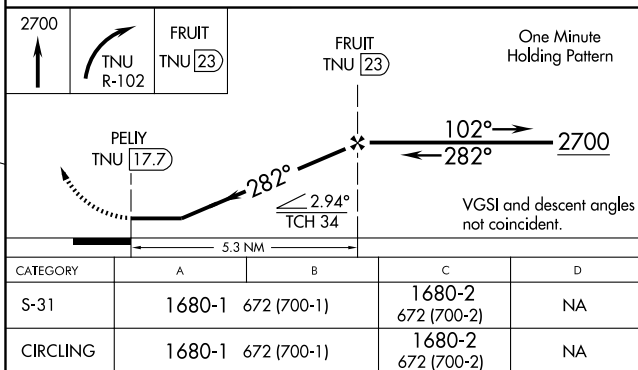
UNICOM  
**122.8 (CTAF) 0**



ELEV 1008



Procedure NA for arrivals at RIDCO via V294 northeast bound.



REIL Rwy 13 and 31 **0**  
MIRL Rwy 13-31 **0**

GRINNELL, IOWA

Amdt 4 09071

GRINNELL RGNL (GGI)

41°43'N-92°44'W

# VOR/DME RWY 31



## GUTHRIE CENTER

GUTHRIE CO RGNL (GCT) 3 E UTC-6(-5DT) N41°41.22' W94°26.10'

1221 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3407X60 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 29'. Road.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 29'.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 18-36 preset low ints, to increase ints and ACTIVATE PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

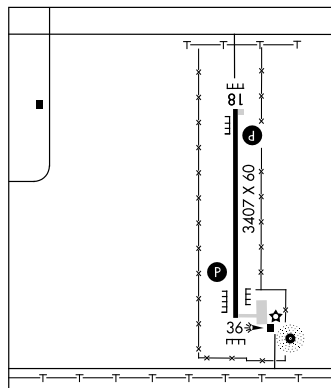
W93°58.06' 335° 68.8 NM to fld. 1140/7E. HIWAS.

GUTHRIE CENTER NDB (MHW) 516 GCT N41°40.91' W94°25.93' at fld.

OMAHA

L-121

IAP



## HAMPTON MUNI (HPT) 2 SW UTC-6(-5DT) N42°43.42' W93°13.58'

1176 B S2 FUEL 100LL, JET A NOTAM FILE FOD

RWY 17-35: H4018X75 (CONC) S-12 MIRL 0.4% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Road.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 641-456-3409 (Police Dept). Radio controlled a/c ops in area. ACTIVATE MIRL Rwy 17-35 PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.925 (641) 456-4055.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 162° 22.7 NM to fld. 1210/6E.

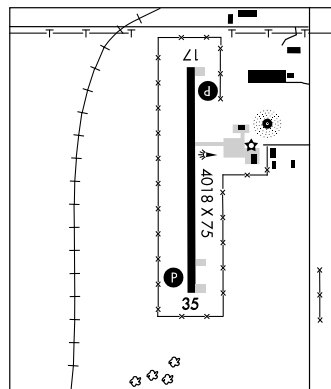
NDB (MHW) 230 HPT N42°43.53' W93°13.50' at fld.

NOTAM FILE FOD. Unmonitored.

OMAHA

L-121

IAP



NDB GCT  
516

APP CRS  
**170°**

Rwy Idg	<b>3407</b>
TDZE	<b>1221</b>
Apt Elev	<b>1221</b>

NDB RWY 18

GUTHRIE CENTER/ GUTHRIE COUNTY RGNL (GCT)

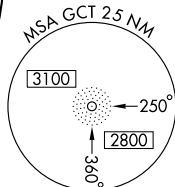
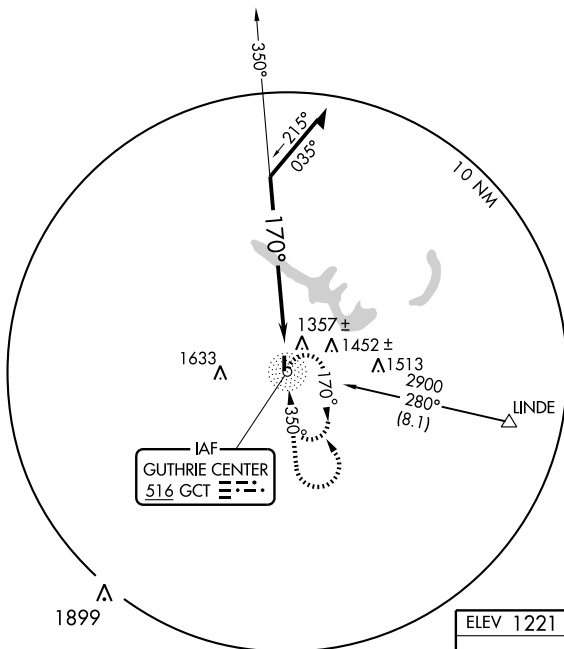
**T** Use Audubon altimeter setting; when not received use Carroll altimeter setting.

**MISSED APPROACH:** Climb to 2700, then climbing left turn to 2900 direct GCT NDB and hold.

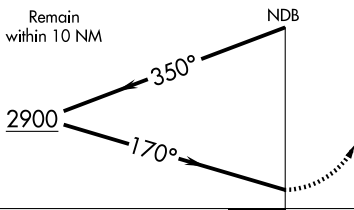
AUDUBON AWOS-3  
118.075

DES MOINES APP CON  
135.2 360.7

UNICOM  
122.8 (CTAF) **L**



Remain  
within 10 NM



2700

2900

GCT

ELEV 1221

170° to  
NDB

TDZE  
12211319± $\Delta$ 

**P**

CATEGORY

A

--	--

559 (600-1)

C

NA

D

---

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 (L)

GUTHRIE CENTER, IOWA

Orig-A 06MAY10

GUTHRIE CENTER/ GUTHRIE COUNTY RGNL (GCT)

41°41'N - 94°26'W

NDB RWY 18

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS **177°**  
 Rwy Idg **3407**  
 TDZE **1221**  
 Apt Elev **1221**

# RNAV (GPS) RWY 18

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

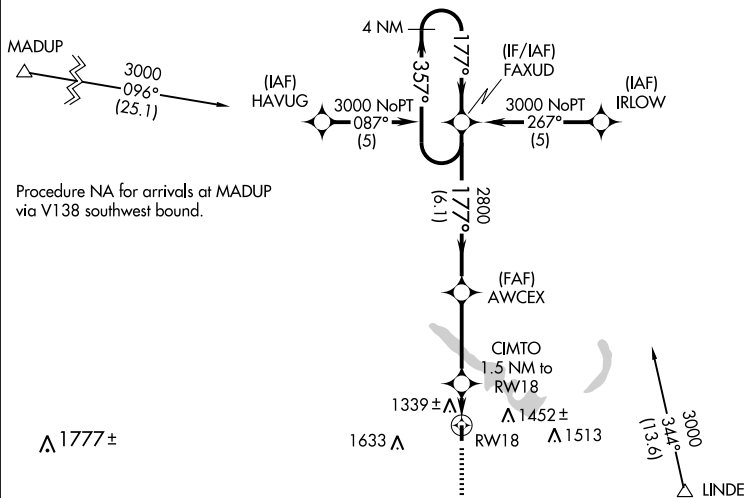
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**△** NA Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct YITAY and hold.

AUDUBON AWOS-3  
**118.075**

DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8 (CTAF) 0**



ELEV **1221**

TDZE **81**  
**1221**

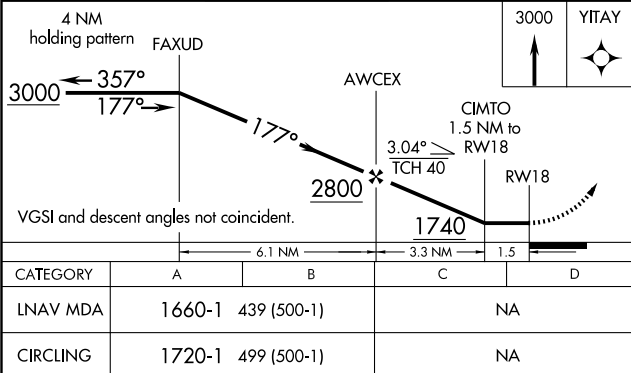
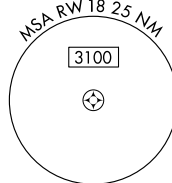
177° to RW18

1319±

36

REIL Rwy 18 and 36 **0**  
 MRL Rwy 18-36 **0**

MISSED APCH FIX



APP CRS **357°**  
 Rwy Idg **3407**  
 TDZE **1221**  
 Apt Elev **1221**

# RNAV (GPS) RWY 36

GUTHRIE CENTER/GUTHRIE COUNTY RGNL (GCT)

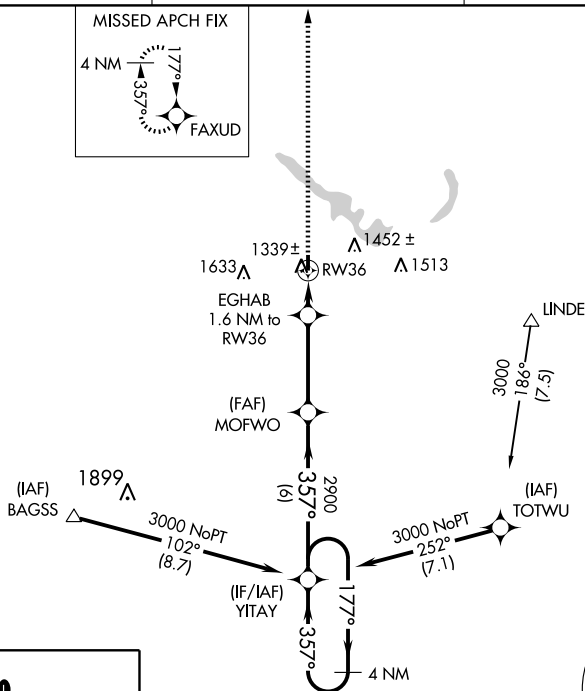
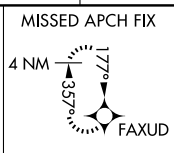
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 Use Audubon altimeter setting; when not received, use Carroll altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAXUD and hold.

AUDUBON AWOS-3  
**118.075**

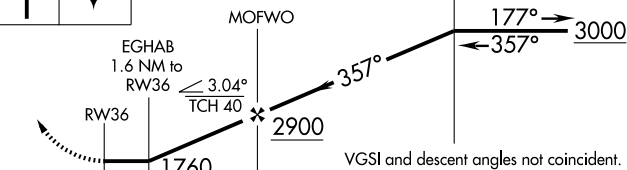
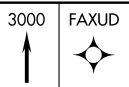
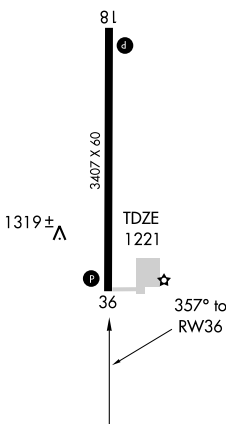
DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8 (CTAF) 0**



ELEV **1221**

REIL Rwy 18 and 36 **0**  
 MRL Rwy 18-36 **0**



CATEGORY	A	B	C	D
LNAV MDA	1660-1	439 (500-1)	NA	NA
CIRCLING	1720-1	499 (500-1)	NA	NA

## GUTHRIE CENTER

GUTHRIE CO RGNL (GCT) 3 E UTC-6(-5DT) N41°41.22' W94°26.10'

1221 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3407X60 (CONC) MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 29'. Road.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 29'.

**AIRPORT REMARKS:** Unattended. MIRL Rwy 18-36 preset low ints, to increase ints and ACTIVATE PAPI Rwy 18 and Rwy 36, REIL Rwy 18 and Rwy 36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

LAMONI (H) VORTAC 116.7 LMN Chan 114 N40°35.81'

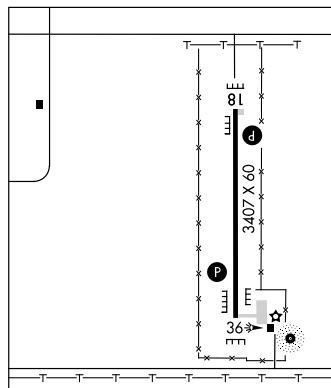
W93°58.06' 335° 68.8 NM to fld. 1140/7E. HIWAS.

GUTHRIE CENTER NDB (MHW) 516 GCT N41°40.91' W94°25.93' at fld.

OMAHA

L-121

IAP



## HAMPTON MUNI (HPT) 2 SW UTC-6(-5DT) N42°43.42' W93°13.58'

1176 B S2 FUEL 100LL, JET A NOTAM FILE FOD

RWY 17-35: H4018X75 (CONC) S-12 MIRL 0.4% up N

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Road.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 26'. Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For attendant after hrs call 641-456-3409 (Police Dept). Radio controlled a/c ops in area. ACTIVATE MIRL Rwy 17-35 PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 121.925 (641) 456-4055.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 162° 22.7 NM to fld. 1210/6E.

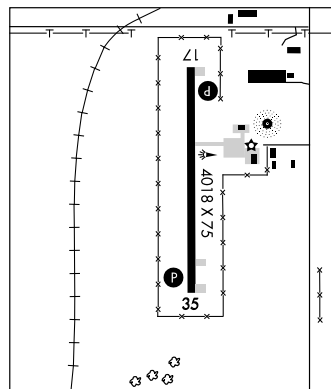
NDB (MHW) 230 HPT N42°43.53' W93°13.50' at fld.

NOTAM FILE FOD. Unmonitored.

OMAHA

L-121

IAP



NDB HPT  
**230**

APP CRS  
**179°**

Rwy Idg	<b>4018</b>
TDZE	<b>1176</b>
Apt Elev	<b>1176</b>

# NDB RWY 17

## HAMPTON MUNI (HPT)

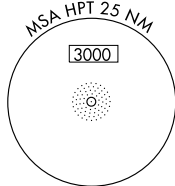
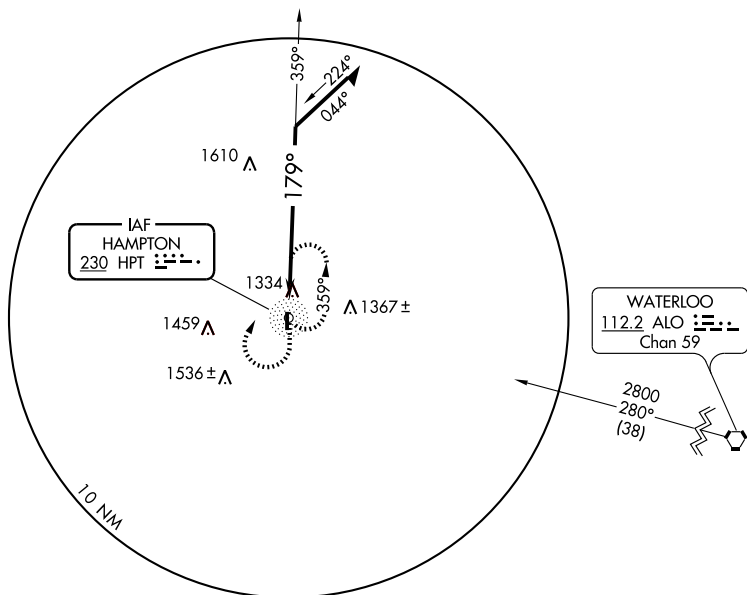


Use Mason City altimeter setting.

**MISSED APPROACH:** Climb to 2800 then right turn direct HPT NDB and hold.

AWOS-3  
121.925

MINNEAPOLIS CENTER  
134.0 288.3

UNICOM  
122.7 (CTAF) **L**

2800



HPT  
230

NDE

 $\Delta^{1637 \pm}$ 

Remain  
within 10 NM

[illegible]

3,500

2800

CATEGORY

A

B

C

1

S-17

2080-1¼ 904 (1000-1¼)

NA

CIRCLING

2080-1 ¼ 904 (1000-1 ¼)

NA

ELEV 1176

179° to  
NDB

4

4018 X 75

35

MIRL Rwy 17-35 **L**  
EIL Rwy 17 and 35

HAMPTON, IOWA  
Amdt 4A 10042

42°43'N-93°14'W

HAMPTON MUNI (HPT)  
NDB RWY 17

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS <b>177°</b>	Rwy ldg TDZE <b>1176</b> Apt Elev <b>1176</b>
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# RNAV (GPS) RWY 17

HAMPTON MUNI (HPT)

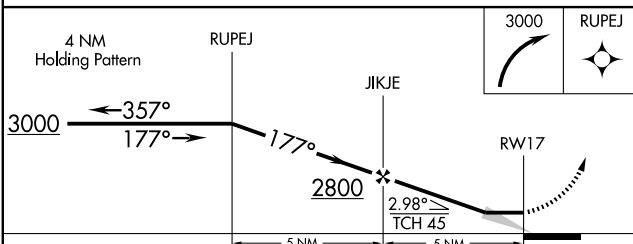
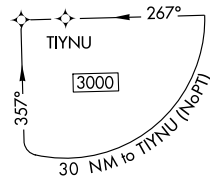
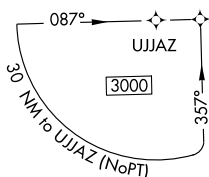
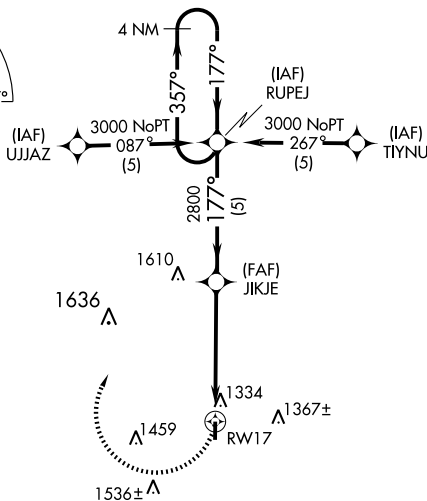
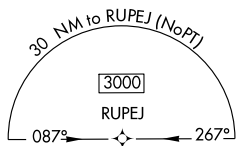
**▼** Use Mason City altimeter setting.  
**▲ NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct RUPEJ WP and hold.

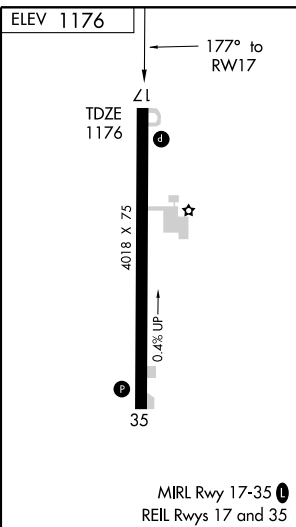
AWOS-3  
**121.925**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
GLS DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	1660-1	484 (500-1)	NA	
CIRCLING	1740-1 564 (600-1)	1860-1 684 (700-1)	NA	



APP CRS	Rwy Idg	<b>4018</b>
<b>357°</b>	TDZE	<b>1175</b>
	Apt Elev	<b>1176</b>

# RNAV (GPS) RWY 35

HAMPTON MUNI (HPT)

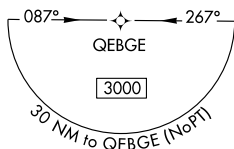
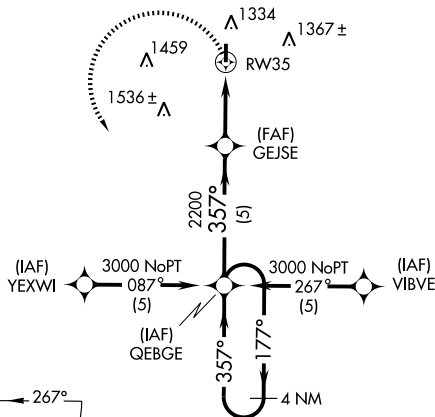
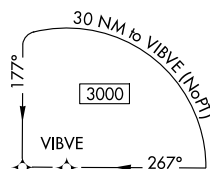
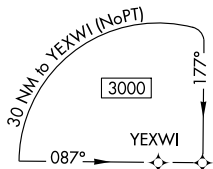
**▼** Use Mason City altimeter setting.  
**▲ NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct QEBGE WP and hold.

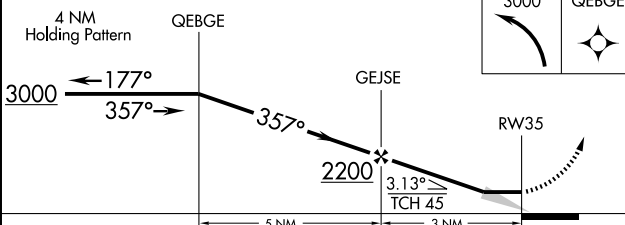
AWOS-3  
**121.925**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.7 (CTAF) 0**

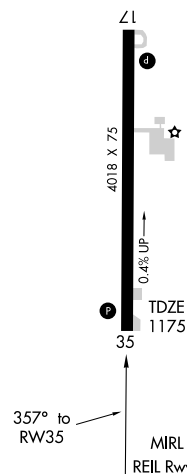


▲ 1637±



CATEGORY	A	B	C	D
GLS DA			NA	
LNAV/ VNAV DA			NA	
LNAV MDA	1880-1	705 (800-1)		NA
CIRCLING	1880-1	704 (800-1)		NA

ELEV 1176





VORTAC MCW <b>114.9</b> Chan <b>96</b>	APP CRS <b>343°</b>	Rwy Idg <b>4018</b> TDZE <b>1175</b> Apt Elev <b>1176</b>
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# VOR/DME RWY 35

HAMPTON MUNI (HPT)



Use Mason City altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via MCW R-163 to HAAMP/28 DME and hold.

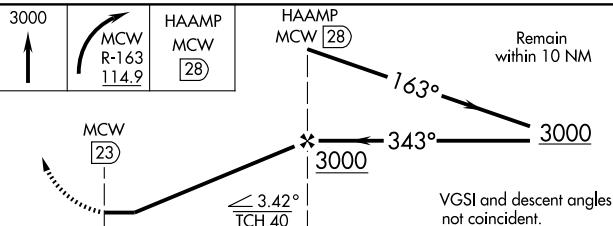
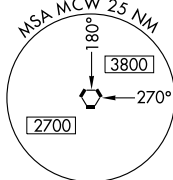
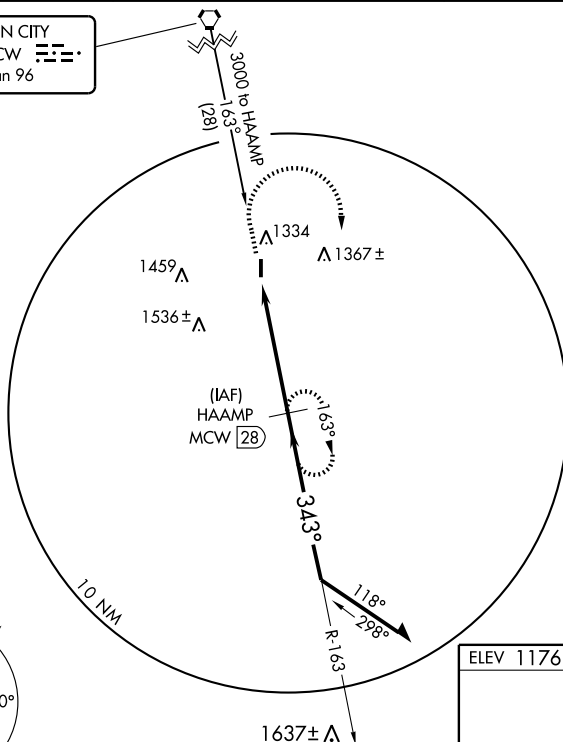
AWOS-3  
**121.925**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.7 (CTAF) 0**

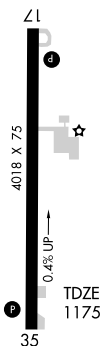
MASON CITY

114.9 MCW  
Chan 96



CATEGORY	A	B	C	D
S-35	1880-1 705 (800-1)	1880-1¼ 705 (800-1¼)	NA	
CIRCLING	1880-1 704 (800-1)	1880-1¼ 704 (800-1¼)	NA	

ELEV 1176 REIL Rwy 17 and 35  
MIRL Rwy 17-35 0



343° 5 NM  
from FAF

**HARLAN MUNI** (HNR) 3 SW UTC-6(-5DT) N41°35.06' W95°20.38'

OMAHA

1231 B FUEL 100LL, JET A, MOGAS NOTAM FILE HNR

L-121

RWY 15-33: H4100X75 (ASPH-CONC) S-20, D-25 MIRL 0.9% up NW

IAP

RWY 15: PAPI(P2L)—GA 4.0° TCH 34'. Tree.

RWY 33: PAPI(P2L)—GA 3.0° TCH 34'. Road.

RWY 03-21: 1692X120 (TURF)

RWY 03: Fence. RWY 21: Fence.

**AIRPORT REMARKS:** Attended Apr-Sep 1400-0000Z†, Oct-Mar 1400-dusk. Rwy 15 is calm wind rwy. Rwy 03-21 thlds and sides marked with cones. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.325 (712) 744-4400

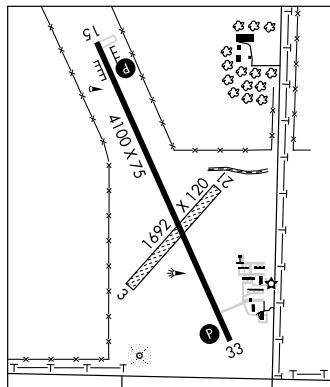
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 028° 30.8 NM to fld. 1300/8E. HIWAS.

NDB (MHW) 272 HNR N41°34.74' W95°20.46' at fld. NOTAM FILE HNR. Unmonitored. SHUTDOWN.



**HILLZ** N41°45.10' W90°23.43' NOTAM FILE CWI.

CHICAGO

NDB (LOM) 517 FN 030° 5.5 NM to Clinton Muni.

**HUMBOLDT MUNI** (ØK7) 1 W UTC-6(-5DT) N42°44.16' W94°14.71'

OMAHA

1093 FUEL 100LL, MOGAS NOTAM FILE FOD

L-121

RWY 12-30: H3417X60 (ASPH) S-4 MIRL

RWY 12: SAVASI(S2L). Trees. RWY 30: REIL. SAVASI(S2L). Pole.

**AIRPORT REMARKS:** Unattended. For svc after hrs call (515) 332-4215 (arpt manager). Self service credit card fuel. Migratory bird hazard on and in/ovf arpt. Rwy 30 REIL OTS indef. Rwy lgts on low intensity dusk-dawn, ACTIVATE CTAF 5 times for high intensity only.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67' W94°17.69' 009° 7.8 NM to fld. 1164/7E. HIWAS.

**IDA GROVE MUNI** (IDG) 2 SE UTC-6(-5DT) N42°19.96' W95°26.69'

OMAHA

1245 B FUEL 100LL NOTAM FILE FOD

L-121

RWY 12-30: H3172X50 (ASPH) LIRL

RWY 12: Thld dsplcd 350'. Trees. RWY 30: Thld dsplcd 290'. Road.

**AIRPORT REMARKS:** Attended on call. For fuel between 1400-2300Z† call 712-364-2428 (City Hall) after 2300Z† call 712-364-3146 (Sheriff's Office). 600' model airplane rwy located ½ mile N of arpt, do not mistake for arpt rwy. For LIRL Rwy 12-30 key CTAF 7 times for med ints only.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIoux CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 082° 39.1 NM to fld. 1087/9E. HIWAS.

APP CRS	Rwy ldg	<b>4100</b>
<b>150°</b>	TDZE	<b>1231</b>
	Apt Elev	<b>1231</b>

# GPS RWY 15

HARLAN MUNI (HNR)

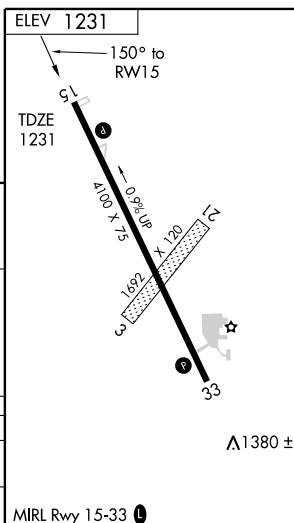
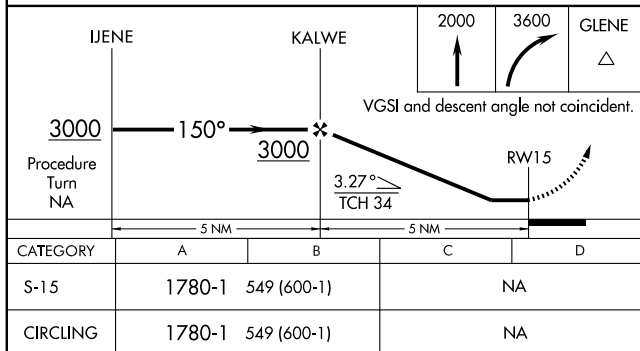
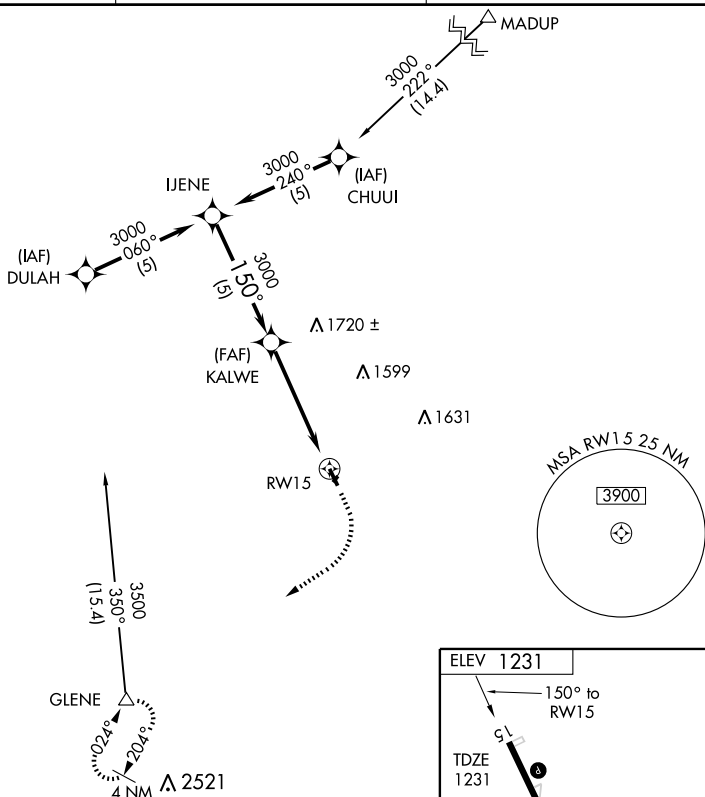
**T**  
**A** NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3600 direct GLENE and hold.

AWOS-3  
**118.325**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**122.8 (CTAF)**



APP CRS	Rwy Idg	<b>4100</b>
<b>330°</b>	TDZE	<b>1215</b>
	Apt Elev	<b>1231</b>

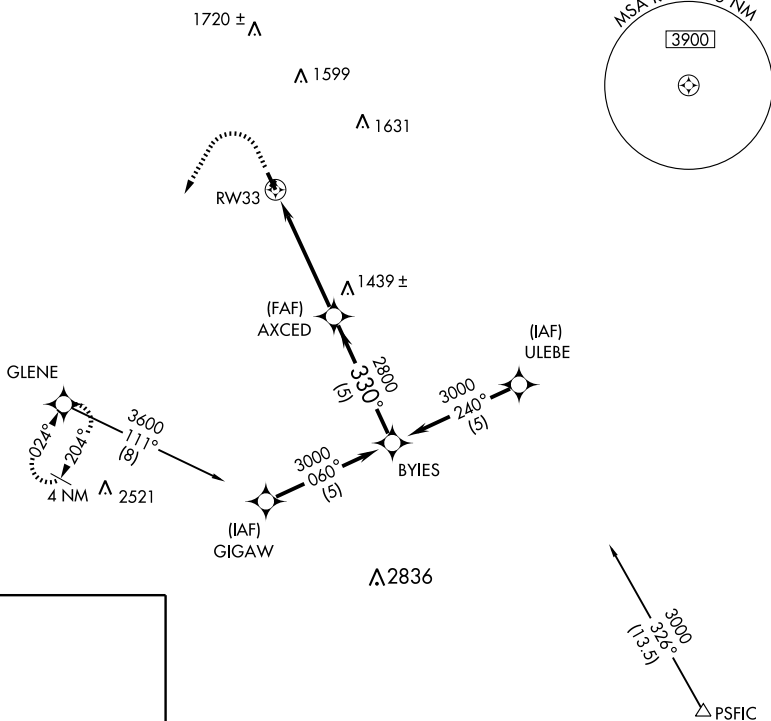
GPS RWY 33  
HARLAN MUNI (HNR)



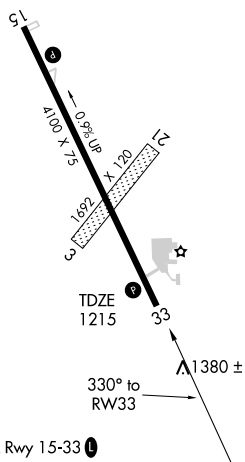
**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3600 direct GLENE and hold.

AWOS-3  
118.325

OMAHA APP CON  
124.5 263.0

UNICOM  
122.8 (CTAF) **L**

ELEV	1231
------	------

MIRL Rwy 15-33 **L**

HARLAN, IOWA  
Orig-A 10210

Diagram illustrating the proposed flight path. The path starts at a 2000 ft altitude, passes through RW33, then a 2.96° turn, then a 330° turn, and finally a 3000 ft altitude. The path is divided into segments A, B, C, and D. Segment A is 5 NM long, Segment B is 5 NM long, and Segment C is 5 NM long. The path ends at Segment D. The diagram also shows a 2000 ft altitude, a 3600 ft altitude, and a GLENE (Ground Level Elevation) symbol. The path is labeled with 'AXCED' and 'BYIES'.

CATEGORY	A	B	C	D
S-33	1640-1	425 (500-1)	NA	
CIRCLING	1780-1	549 (600-1)	NA	

HARLAN, IOWA

HARLAN MUNI (HNR)  
GPS PWV 33

GPS RWY 33

41°35'N - 95°20'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

**INDEPENDENCE MUNI** (IIB) 3 SW UTC-6(-5DT) N42°27.41' W91°56.86'

979 B S4 FUEL 100LL, JET A NOTAM FILE IIB Not insp.

RWY 17-35: H5500X100 (CONC) S-40, D-60 MIRL

0.2% up S

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

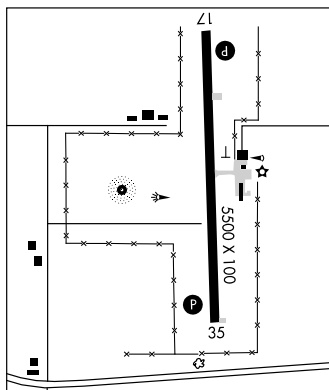
**AIRPORT REMARKS:** Attended 1300Z±—dusk. MIRL Rwy 17-35 preset low ints to ACTIVATE higher ints and REILS and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.825 (319) 334-3879.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)

**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.**WATERLOO (H) VORTAC** 112.2 ALO Chan 59 N42°33.39'W92°23.94' 100° 21 NM to fld. 865/6E. **HIWAS.****WAPSIE NDB (MHW)** 206 IIB N42°27.13' W91°57.06' at fld.

NOTAM FILE IIB.

**CHICAGO**

H-5D, L-28F

IAP

**IOWA CITY** N41°31.14' W91°36.80' NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 018° 7.8 NM to Iowa City Muni. 770/5E.**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)**CHICAGO**

H-5D, L-28G

**IOWA CITY MUNI** (IOW) 2 SW UTC-6(-5DT) N41°38.39' W91°32.89'

668 B S4 FUEL 100LL, JET A TPA-1668(1000) NOTAM FILE IOW

RWY 07-25: H5004X100 (CONC-GRVD) S-15, D-20 MIRL 0.7% up SW

RWY 07: REIL. PAPI(P4L)—GA 3.5° TCH 51'. Trees. Rgt tfc.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld dspcd 808'. Tree.

RWY 12-30: H3900X75 (CONC) S-25, D-45 MIRL

0.3% up NW

RWY 12: Tree. Rgt tfc.

RWY 30: Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 07: TORA-5004 TODA-5154 ASDA-4196 LDA-4196

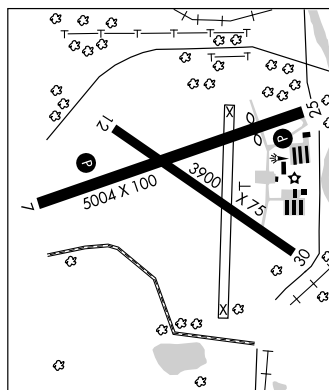
RWY 25: TORA-5004 TODA-5004 ASDA-5004 LDA-4196

**AIRPORT REMARKS:** Attended May-Oct 1200-0300Z±, Nov-Apr 1300-0300Z±. Waterfowl and deer on and in/ovf arpt. Glider activity on and in/ovf arpt. Numerous unlighted cranes 200' AGL 2 NM radius of arpt. Helicopter activity ¼ mile N of arpt in/ovf University of Iowa Hospital. Noise abatement procedures in effect, ctc arpt manager 319-356-5045. MIRL Rwy 07-25 and Rwy 12-30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25—CTAF.

**WEATHER DATA SOURCES:** ASOS 128.075 (319) 339-9491 (except thunderstorm).

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)

Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100-0530Z±) **CLNC DEL** 119.05

**CHICAGO CENTER APP/DEP CON** 132.8 (0530-1100Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 N41°31.14' W91°36.80'**CHICAGO**

H-5D, L-28G

IAP

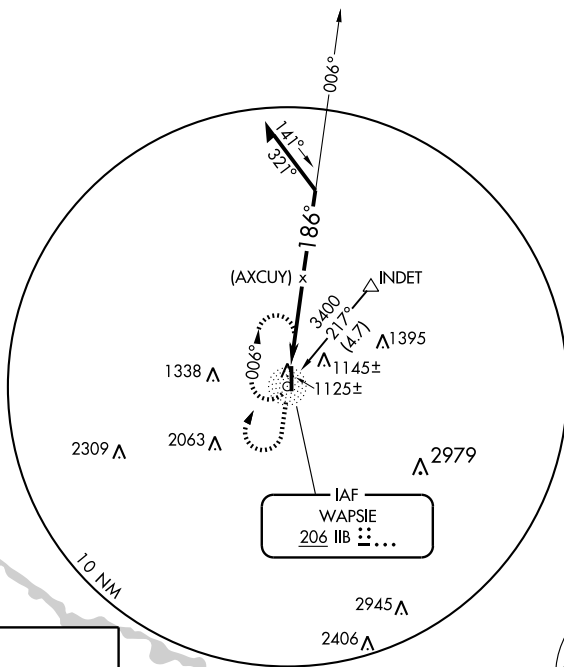
017° 7.8 NM to fld. 770/5E.

NDB IIB  
206APP CRS  
**186°**Rwy Idg **5500**  
TDZE **977**  
Apt Elev **978**NDB or GPS RWY 17  
INDEPENDENCE MUNI (IIB)

NA

Use Waterloo altimeter setting.

MISSED APPROACH: Climb to 3100 via IIB 186° bearing then right turn direct IIB NDB and hold.

AWOS-3  
**120.825**WATERLOO APP CON ★  
**118.9 251.15**UNICOM  
**122.8 (CTAF) 0**

ELEV 978

186° to  
NDBTDZE  
977

5500 X 100



35

TDZL Rwy 35

MIRL Rwy 17-35 0

REIL Rws 17 and 35 0

3100  
IIB 186°IIB  
206

NDB

Remain  
within 10 NM

3100

(AXCUY)

186°

006°

4 NM

CATEGORY	A	B	C	D
S-17	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA
CIRCLING	1640-1	663 (700-1)	1640-1¾ 663 (700-1¾)	NA

**INDEPENDENCE MUNI** (IIB) 3 SW UTC-6(-5DT) N42°27.41' W91°56.86'

979 B S4 FUEL 100LL, JET A NOTAM FILE IIB Not insp.

RWY 17-35: H5500X100 (CONC) S-40, D-60 MIRL

0.2% up S

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 40'.

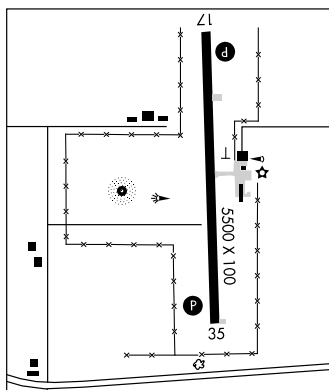
**AIRPORT REMARKS:** Attended 1300Z±—dusk. MIRL Rwy 17-35 preset low ints to ACTIVATE higher ints and REILS and PAPI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.825 (319) 334-3879.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)

**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.**WATERLOO (H) VORTAC** 112.2 ALO Chan 59 N42°33.39'W92°23.94' 100° 21 NM to fld. 865/6E. **HIWAS.****WAPSIE NDB (MHW)** 206 IIB N42°27.13' W91°57.06' at fld.

NOTAM FILE IIB.

**CHICAGO**

H-5D, L-28F

IAP

**IOWA CITY** N41°31.14' W91°36.80' NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 018° 7.8 NM to Iowa City Muni. 770/5E.**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)**CHICAGO**

H-5D, L-28G

**IOWA CITY MUNI** (IOW) 2 SW UTC-6(-5DT) N41°38.39' W91°32.89'

668 B S4 FUEL 100LL, JET A TPA-1668(1000) NOTAM FILE IOW

RWY 07-25: H5004X100 (CONC-GRVD) S-15, D-20 MIRL 0.7% up SW

RWY 07: REIL. PAPI(P4L)—GA 3.5° TCH 51'. Trees. Rgt tfc.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 42'. Thld dspcd 808'. Tree.

RWY 12-30: H3900X75 (CONC) S-25, D-45 MIRL

0.3% up NW

RWY 12: Tree. Rgt tfc.

RWY 30: Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 07: TORA-5004 TODA-5154 ASDA-4196 LDA-4196

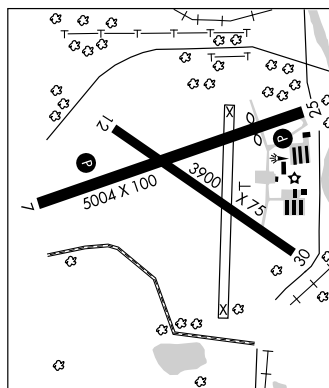
RWY 25: TORA-5004 TODA-5004 ASDA-5004 LDA-4196

**AIRPORT REMARKS:** Attended May-Oct 1200-0300Z±, Nov-Apr 1300-0300Z±. Waterfowl and deer on and in/ovf arpt. Glider activity on and in/ovf arpt. Numerous unlighted cranes 200' AGL 2 NM radius of arpt. Helicopter activity ¼ mile N of arpt in/ovf University of Iowa Hospital. Noise abatement procedures in effect, ctc arpt manager 319-356-5045. MIRL Rwy 07-25 and Rwy 12-30 preset low ints, to increase ints and ACTIVATE PAPI Rwy 07 and Rwy 25—CTAF.

**WEATHER DATA SOURCES:** ASOS 128.075 (319) 339-9491 (except thunderstorm).

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RCO** 122.25 122.1R 116.2T (FORT DODGE RADIO)

Ⓡ **CEDAR RAPIDS APP/DEP CON** 119.7 (1100-0530Z±) **CLNC DEL** 119.05

**CHICAGO CENTER APP/DEP CON** 132.8 (0530-1100Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.(H) **VORTAC** 116.2 IOW Chan 109 N41°31.14' W91°36.80'**CHICAGO**

H-5D, L-28G

IAP

017° 7.8 NM to fld. 770/5E.

WAAS CH <b>58207</b> <b>W25A</b>	APP CRS <b>249°</b>	Rwy Idg TDZE Apt Elev	<b>4196</b> <b>657</b> <b>684</b>
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# RNAV (GPS) RWY 25

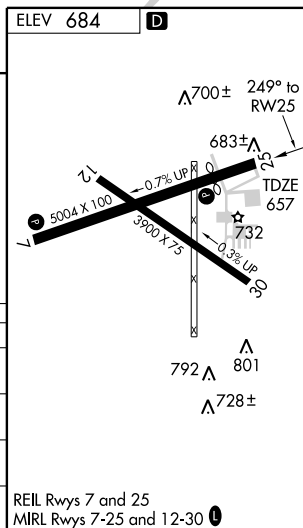
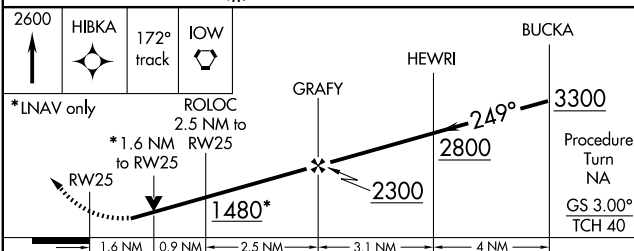
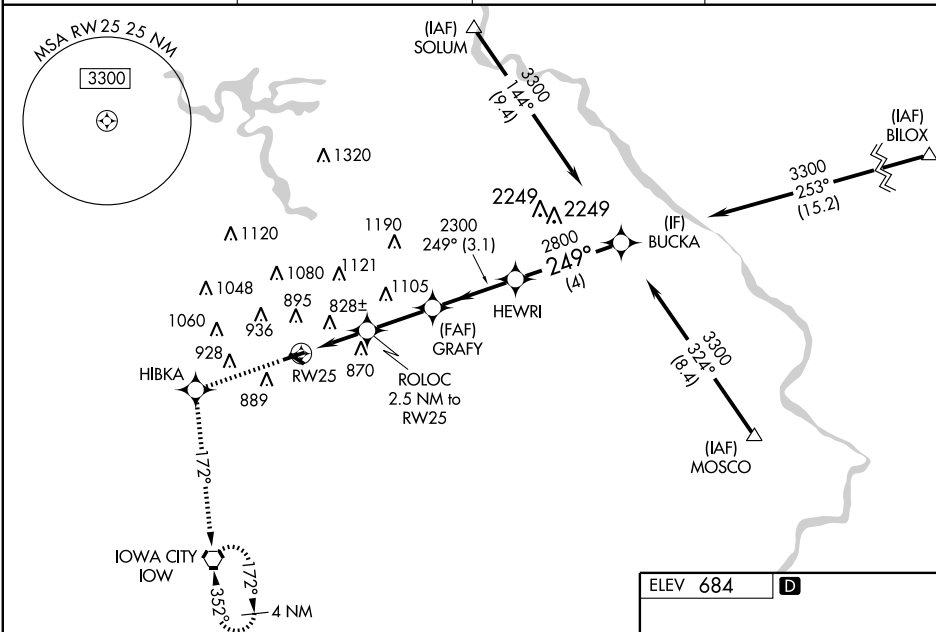
IOWA CITY MUNI (IOW)



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all DA 66 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet.  
Baro-VNAV and VDP NA when using Cedar Rapids altimeter setting.

MISSED APPROACH: Climb to 2600 direct HIBKA and via 172° track to IOW VORTAC and hold.

ASOS <b>128.075</b>	CEDAR RAPIDS APP CON ★ <b>119.7 266.8</b>	CLNC DEL <b>119.05</b>	UNICOM <b>122.8</b> (CTAF) ①
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CATEGORY	A	B	C	D
LPV DA	1051-1½ 394 (400-1½)		NA	
LNAV/VNAV DA	1161-1¾ 504 (500-1¾)		NA	
LNAV MDA	1200-1 543 (600-1)		NA	
CIRCLING	1260-1 576 (600-1)		NA	

REIL Rwy 7 and 25  
MIRL Rwy 7-25 and 12-30 ①



APP CRS **303°**  
 Rwy Idg **3900**  
 TDZE **656**  
 Apt Elev **684**

# RNAV (GPS) RWY 30

IOWA CITY MUNI (IOW)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ When local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDA 80 feet.

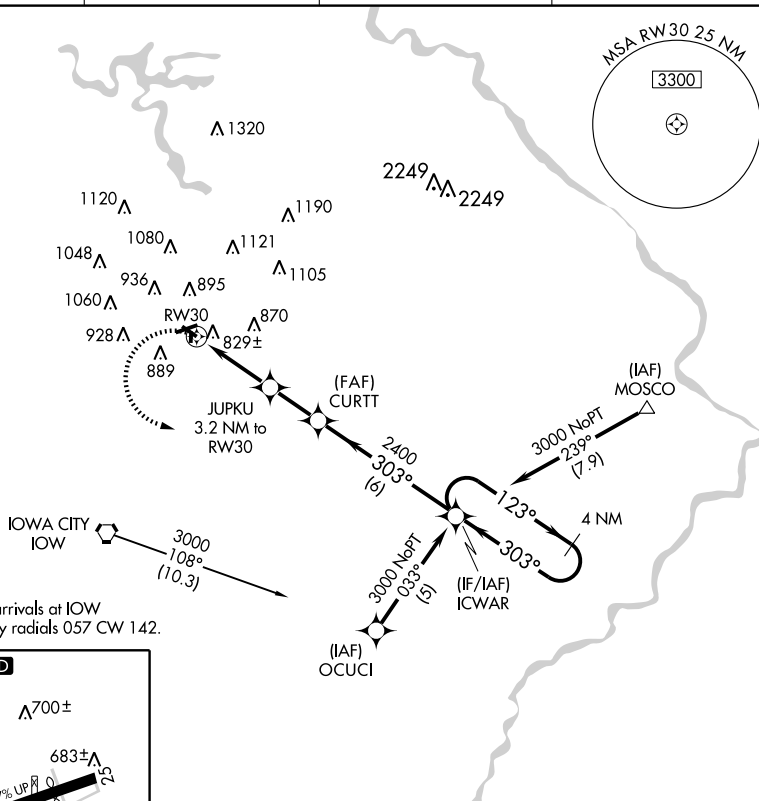
MISSED APPROACH: Climbing left turn to 3000 direct ICWAR and hold.

ASOS  
**128.075**

CEDAR RAPIDS APP CON ★  
**119.7 266.8**

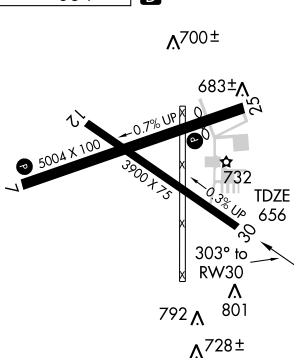
CLNC DEL  
**119.05**

UNICOM  
**122.8 (CTAF) ①**



Procedure NA for arrivals at IOW  
 VORTAC via airway radials 057 CW 142.

ELEV 684



REIL Rws 7 and 25  
 MRL Rws 7-25 and 12-30 ①

IOWA CITY, IOWA  
 Orig 10098

41°38'N - 91°33'W

# RNAV (GPS) RWY 30

VORTAC IOW <b>116.2</b> Chan <b>109</b>	APP CRS <b>017°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>668</b>
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**VOR-A**  
IOWA CITY MUNI (IOW)

**▼** If local altimeter setting not received, use Cedar Rapids altimeter setting and increase all MDAs 80 feet.  
**▲**

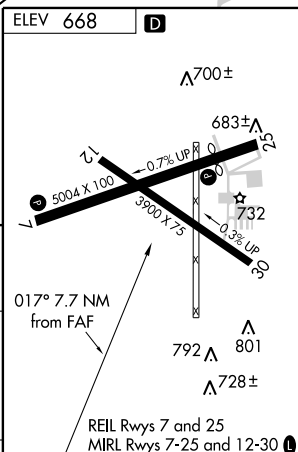
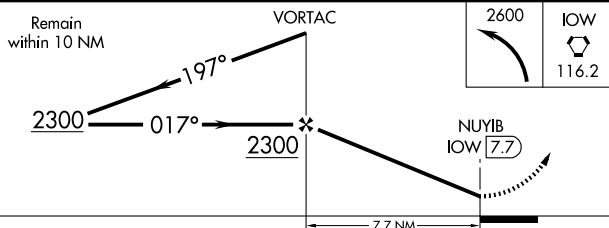
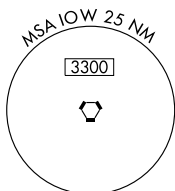
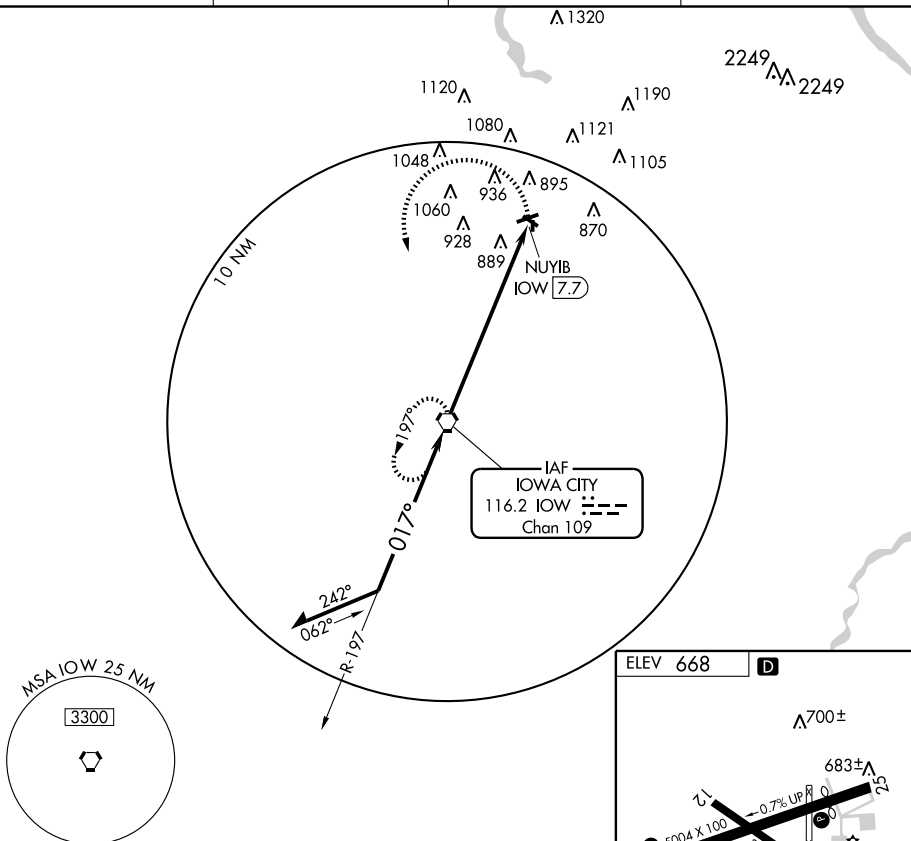
**MISSED APPROACH:** Climbing left turn to 2600 direct IOW VORTAC and hold.

ASOS  
**128.075**

CEDAR RAPIDS APP CON ★  
**119.7 266.8**

CLNC DEL  
**119.05**

UNICOM  
**122.8** (CTAF) **0**



CATEGORY	A	B	C	D
CIRCLING	1280-1	612 (700-1)	NA	NA

FAF to MAP 7.7 NM					
Knots	60	90	120	150	180
Min:Sec	7:42	5:08	3:51	3:05	2:34

**IOWA FALLS MUNI** (IFA) 3 S UTC-6(-5DT) N42°28.25' W93°16.20'

OMAHA

1137 B S2 FUEL 100LL NOTAM FILE IFA

L-12J

RWY 13-31: H4001X75 (ASPH) S-13 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

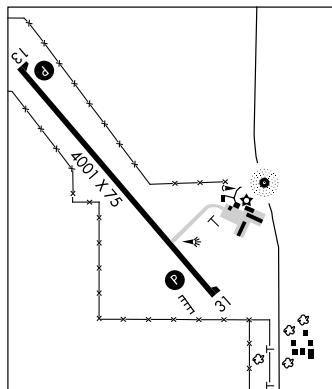
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 31 is calm wind rwy. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13-31 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.425 (641) 648-2469.**COMMUNICATIONS:** CTAF/UNICOM 122.8① **WATERLOO APP/DEP CON** 118.9 (1200-0200Z†)**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.**MASON CITY (H) VORTACW** 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 170° 37.5 NM to fld. 1210/6E.

**NDB (MHW)** 368 IFA N42°28.60' W93°15.93' at fld.

Unmonitored. NOTAM FILE FOD.

**JAMES G. WHITING MEM FLD** (See MAPLETON)**JEFFERSON MUNI** (EFW) 2 E UTC-6(-5DT) N42°00.64' W94°20.54'

OMAHA

1044 B S2 FUEL 100LL NOTAM FILE FOD

L-12I

RWY 14-32: H3198X75 (CONC) S-11 MIRL

IAP

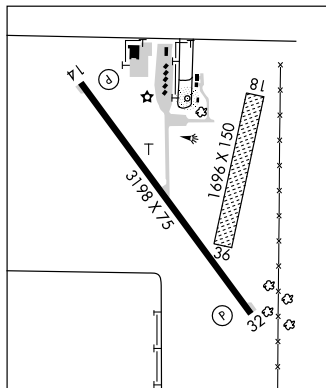
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Road.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Fence.

RWY 18-36: 1696X150 (TURF)

RWY 18: Road. RWY 36: P-lines.

**AIRPORT REMARKS:** Attended 1500-0300Z†. CAUTION: Ultralight activity on and in/ov arpt. Rwy 32 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**MINNEAPOLIS CENTER APP/DEP CON** 134.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67'W94°17.69' 176° 36.1 NM to fld. 1164/7E. **HIWAS.****NDB (MHW)** 391 EFW N42°00.81' W94°20.56' at fld.**JUDGE LEWIS FLD MT AYR MUNI** (See MOUNT AYR)

NDB IFA <b>368</b>	APP CRS <b>330°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1137</b> <b>1137</b>
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# NDB RWY 31

IOWA FALLS MUNI (IFA)



NA

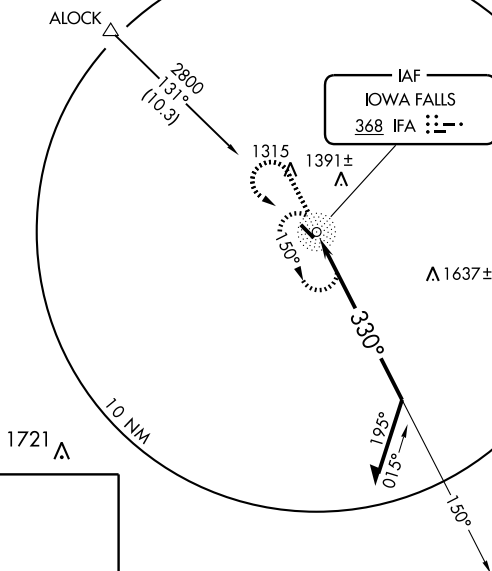
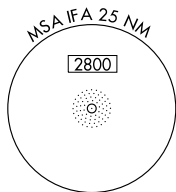
When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2800 then left turn direct IFA NDB and hold.

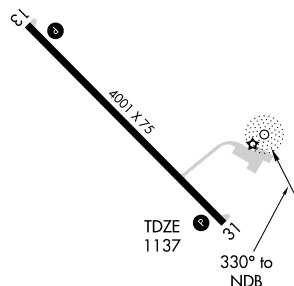
AWOS  
**120.425**

WATERLOO APP CON ★  
**118.9**

UNICOM  
**122.8** (CTAF) **0**



ELEV 1137



2800



IFA



368

NDB

Remain within 10 NM

150°

330°

2800

CATEGORY

A

B

C

D

S-31

1720-1

583 (600-1)

NA

CIRCLING

1720-1

583 (600-1)

NA

MRL Rwy 13-31 **0**

REIL Rwy 13 and 31 **0**

APP CRS <b>312°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1137</b> <b>1137</b>
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# RNAV (GPS) RWY 31

IOWA FALLS MUNI (IFA)

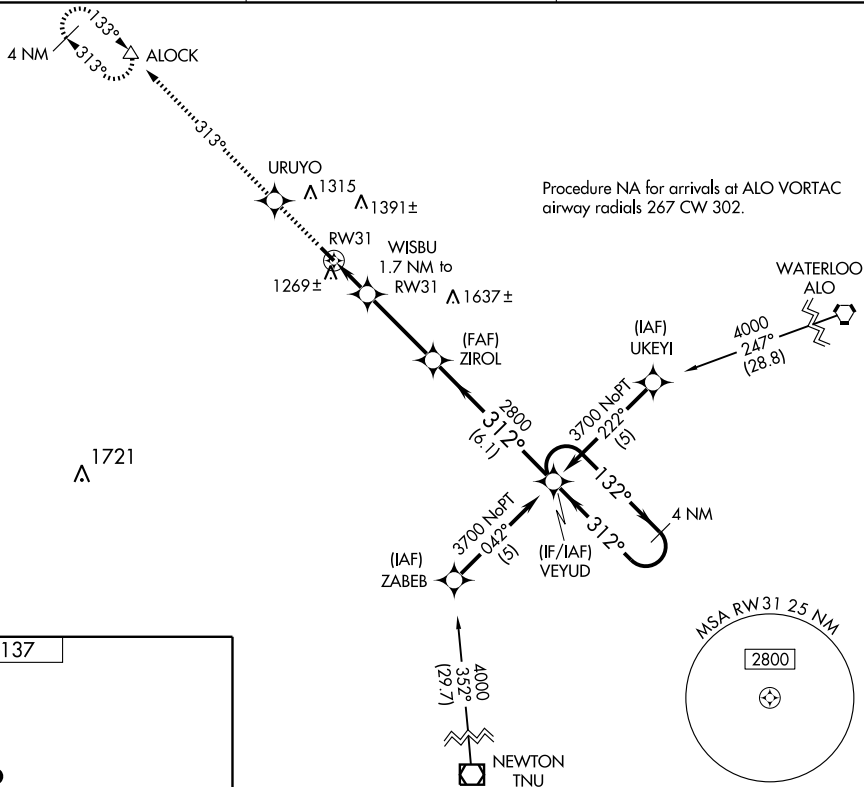
**▼** DME/DME RNP-0.3 NA.  
**▲** When local altimeter setting not received, use Webster City altimeter setting and increase all MDA 80 feet.  
 VDP NA when using Webster City altimeter setting.

MISSED APPROACH: Climb to 4000 direct URUYO and via 313° track to ALOCK and hold, continue climb-in-hold to 4000.

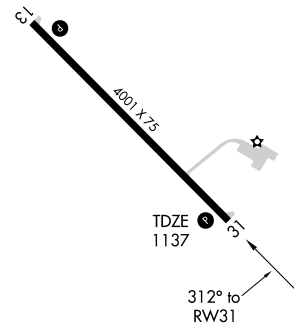
AWOS  
**120.425**

WATERLOO APP CON ★  
**118.9**

UNICOM  
**122.8** (CTAF) **0**



ELEV 1137



MIRL Rwy 13-31 **0**  
REIL Rwys 13 and 31 **0**

4000	URUYO	313° track	ALOCK	VEYUD	4 NM Holding Pattern
			WISBU 1.7 NM to RW31		
			1.1 NM to RW31		
			3.04° TCH 40		
			1720	2800	
			1.1 NM	0.6 NM	3.3 NM
					6.1 NM
CATEGORY	A	B	C	D	
LNAV MDA	1520-1	383 (400-1)	NA	NA	
CIRCLING	1600-1	463 (500-1)	NA	NA	

**IOWA FALLS MUNI** (IFA) 3 S UTC-6(-5DT) N42°28.25' W93°16.20'

OMAHA

1137 B S2 FUEL 100LL NOTAM FILE IFA

L-12J

RWY 13-31: H4001X75 (ASPH) S-13 MIRL

IAP

RWY 13: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 31: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

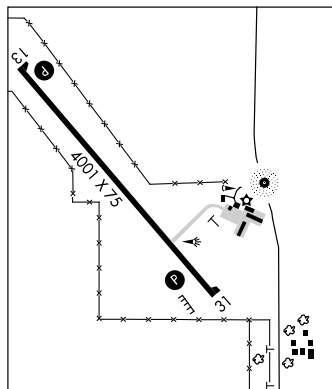
**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 31 is calm wind rwy. Rwy 13 PAPI OTS indef. Rwy 31 PAPI OTS indef. Rwy 31 REIL OTS indef. MIRL Rwy 13-31 preset on low ints, to increase ints and ACTIVATE REIL and PAPI Rwy 13 and Rwy 31—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.425 (641) 648-2469.**COMMUNICATIONS:** CTAF/UNICOM 122.8① **WATERLOO APP/DEP CON** 118.9 (1200-0200Z†)**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z†)**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.**MASON CITY (H) VORTACW** 114.9 MCW Chan 96 N43°05.69'

W93°19.79' 170° 37.5 NM to fld. 1210/6E.

**NDB (MHW)** 368 IFA N42°28.60' W93°15.93' at fld.

Unmonitored. NOTAM FILE FOD.

**JAMES G. WHITING MEM FLD** (See MAPLETON)**JEFFERSON MUNI** (EFW) 2 E UTC-6(-5DT) N42°00.64' W94°20.54'

OMAHA

1044 B S2 FUEL 100LL NOTAM FILE FOD

L-12I

RWY 14-32: H3198X75 (CONC) S-11 MIRL

IAP

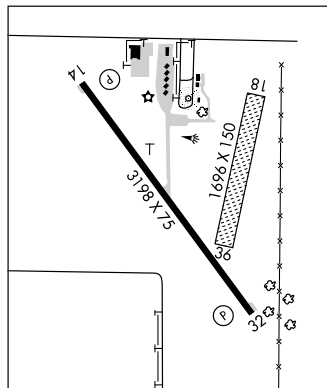
RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Road.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Fence.

RWY 18-36: 1696X150 (TURF)

RWY 18: Road. RWY 36: P-lines.

**AIRPORT REMARKS:** Attended 1500-0300Z†. CAUTION: Ultralight activity on and in/ovf arpt. Rwy 32 is calm wind rwy. Rwy 18-36 marked with yellow cones. ACTIVATE MIRL Rwy 14-32 and REIL Rwy 14 and Rwy 32—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**MINNEAPOLIS CENTER APP/DEP CON** 134.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67'W94°17.69' 176° 36.1 NM to fld. 1164/7E. **HIWAS.****NDB (MHW)** 391 EFW N42°00.81' W94°20.56' at fld.**JUDGE LEWIS FLD MT AYR MUNI** (See MOUNT AYR)

APP CRS **140°**  
Rwy Idg **3198**  
TDZE **1042**  
Apt Elev **1048**

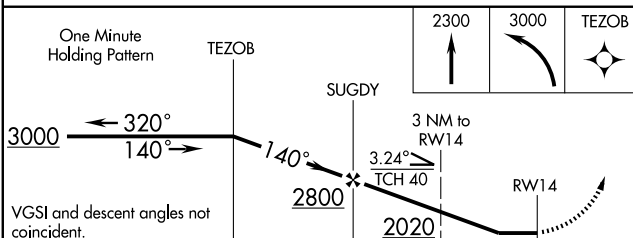
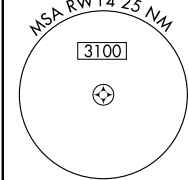
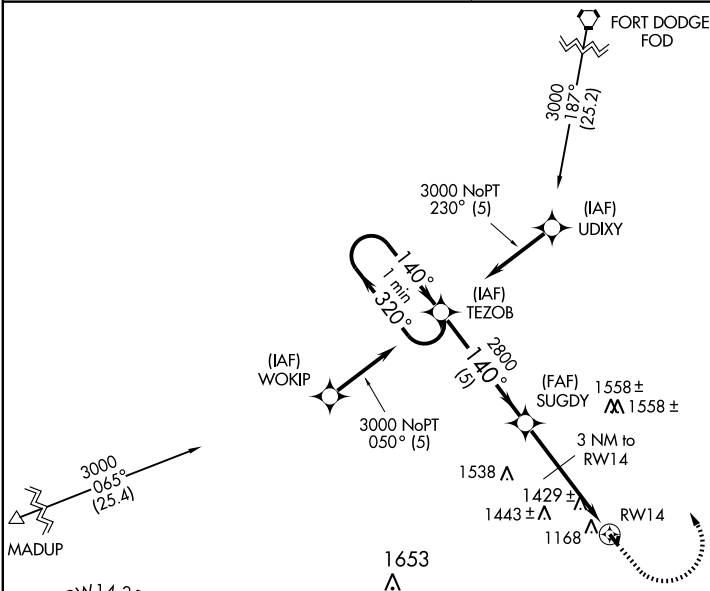
**GPS RWY 14**  
JEFFERSON MUNI (EFW)

**T**  
**NA** Use Arthur N. Neu altimeter setting.

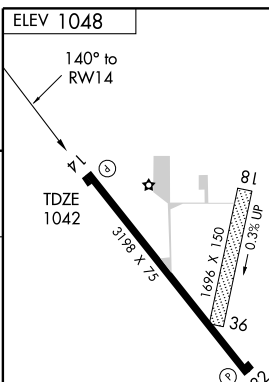
MISSED APPROACH: Climb to 2300, then climbing left turn to 3000 direct TEZOB WP and hold.

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-14	1800-1 758 (800-1)	1800-1¼ 758 (800-1¼)		NA
CIRCLING	1800-1 752 (800-1)	1860-1¼ 812 (900-1¼)		NA



MIRL Rwy 14-32 0  
REIL Rwy 14 and 32 0

APP CRS **320°**  
Rwy Idg **3198**  
TDZE **1048**  
Apt Elev **1048**

# GPS RWY 32

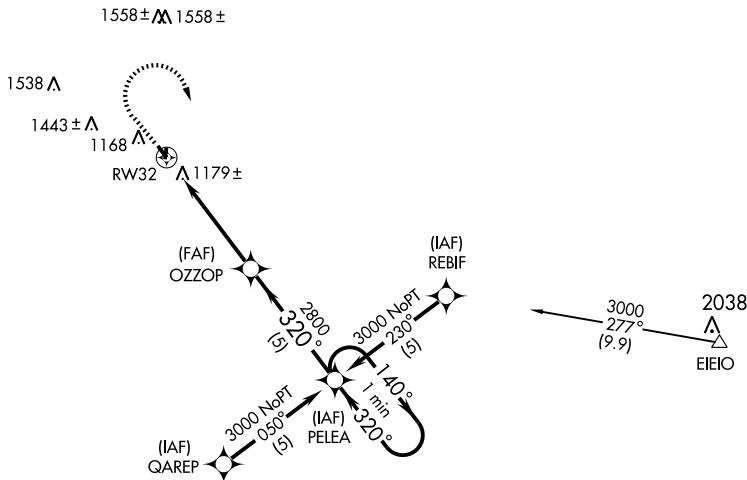
JEFFERSON MUNI (EFW)

**NA** Use Arthur N. Neu altimeter setting.

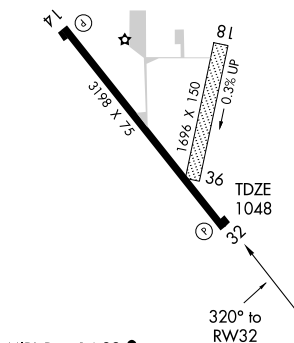
MISSED APPROACH: Climb to 2000, the climbing right turn to 3000 direct PELEA WP and hold.

MINNEAPOLIS CENTER  
**134.0 288.3**

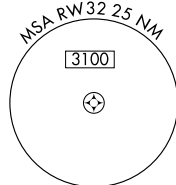
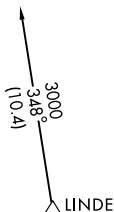
UNICOM  
**122.8 (CTAF) 0**



ELEV 1048



MIRL Rwy 14-32 **0**  
REL Rwy 14 and 32 **0**



2000		3000	PELEA	One Minute Holding Pattern	
↑		↻	✧	PELEA	
RW32		OZZOP	PELEA	140° → 3000	
↻		↻	↻	← 320°	
≤ 3.24°		2800	VGSi and descent angles not coincident.		
5 NM		5 NM			
CATEGORY	A	B	C	D	
S-32	1560-1	512 (600-1)	NA		
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA		



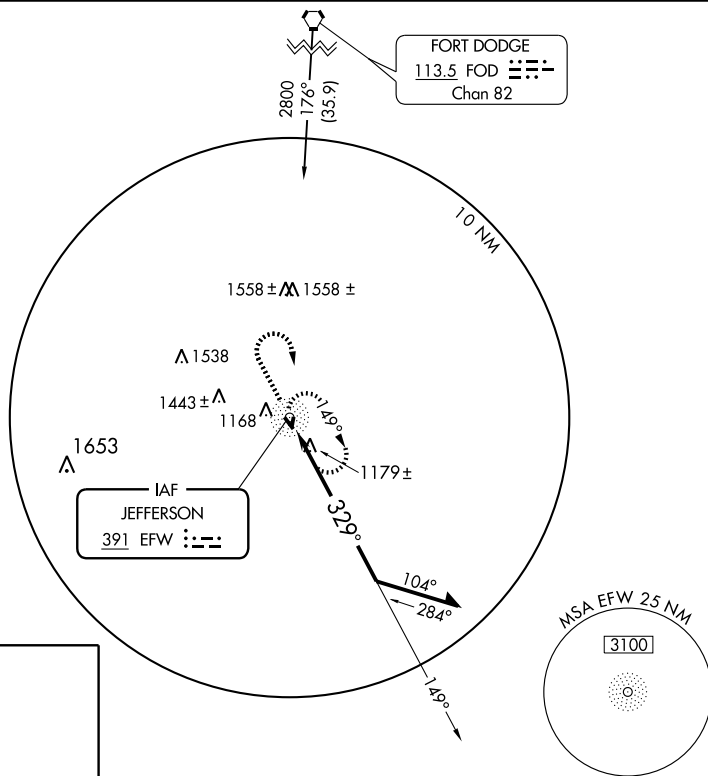
NDB EFW	APP CRS	Rwy Idg	<b>3198</b>
<b><u>391</u></b>	<b>329°</b>	TDZE	<b>1048</b>
		Apt Elev	<b>1048</b>

NDB RWY 32  
JEFFERSON MUNI (EFW)

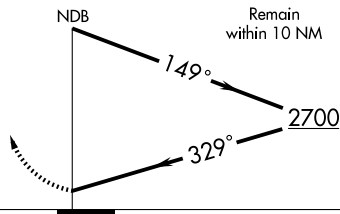
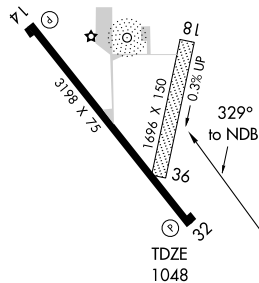
**T**  
**A** NA Use Arthur N. Neu altimeter setting.

**MISSED APPROACH:** Climb to 2700 then right turn direct EFW NDB and hold.

MINNEAPOLIS CENTER  
134.0 288.3

UNICOM  
122.8 (CTAF) 

ELEV 1048



CATEGORY	A	B	C	D
S-32	1640-1 592 (600-1)		NA	
CIRCLING	1740-1 692 (700-1)	1860-1¼ 812 (900-1¼)	NA	

JEFFERSON, IOWA  
Amdt 5 09127

JEFFERSON MUNI (EFW)  
NDB RWY 32

42°01'N-94°21'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

**KEOKUK MUNI** (EOK) 4 NW UTC-6(-5DT) N40°27.60' W91°25.71'

CHICAGO

671 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE EOK

H-5D, L-27B

RWY 08-26: H5500X100 (CONC-WC) MIRL

IAP

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 14-32: H3576X100 (CONC) S-30, D-30 MIRL (NSTD)

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 36'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Sat-Sun 1400-2300Z†, Apr-Oct Mon-Fri 1400-0000Z†, Nov-Mar Mon-Fri 1400-2300Z†. CLOSED major holidays, fuel avbl. For svc after hrs call 319-470-0807.

Unlighted tower approximately 1000' MSL 4 miles SE. Rwy 26 is calm wind rwy. Rwy 14-32 have 6 thld lgts. ACTIVATE MIRL Rwy 14-32, Rwy 08-26, VASI Rwy 14, PAPI Rwy 08, Rwy 26, Rwy 32, REIL Rwy 08, Rwy 14 and Rwy 32 and MALSR Rwy 26—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (319) 524-7884.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.125 (FORT DODGE RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

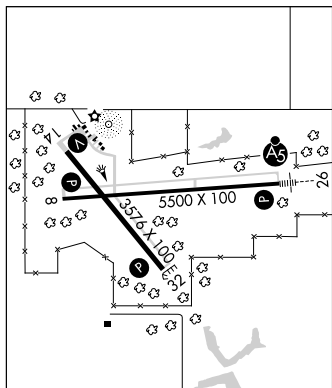
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 231° 27.9 NM to fld. 730/5E. HIWAS.

NDB (MHW) 366 EOK N40°27.88' W91°26.02' at fld. NOTAM FILE EOK.

ILS/DME 110.9 I-BBJ Chan 46 Rwy 26. Class IT. ILS unmonitored.

**KEOSAUQUA MUNI** (6K9) 1 E UTC-6(-5DT) N40°44.09' W91°56.93'

CHICAGO

580 NOTAM FILE FOD

RWY 06-24: 2275X100 (TURF)

RWY 06: Thld dspcd 395'. Trees.

RWY 24: Thld dspcd 1000'. Trees.

**AIRPORT REMARKS:** Unattended. Rwy 06 and Rwy 24 thlds and edges marked with yellow cones. Public phone at main hangar.

**COMMUNICATIONS:** CTAF 122.9**KNOXVILLE MUNI** (OXV) 2 S UTC-6(-5DT) N41°17.95' W93°06.82'

OMAHA

928 B S4 FUEL 100LL, JET A NOTAM FILE OXV

L-12J, 27A

RWY 15-33: H4000X75 (ASPH-CONC) S-28, D-48 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Pole.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Pole.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc after hours call 641-842-4423 or 641-891-6824. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

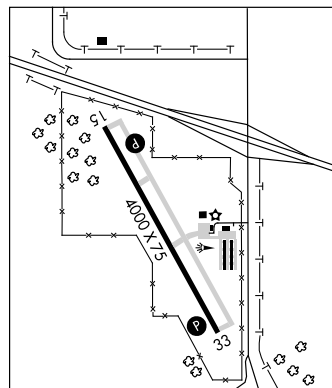
**WEATHER DATA SOURCES:** AWOS-3 119.775 (641) 828-8406.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 102° 25.5 NM to fld. 940/7E. HIWAS.

**LAKE MILLS MUNI** (ØY6) 1 E UTC-6(-5DT) N43°24.82' W93°30.71'

OMAHA

1260 B NOTAM FILE FOD

RWY 18-36: 3380X100 (TURF) LIRL

RWY 18: Trees.

RWY 36: Thld dspcd 190'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Dec-Mar. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

LOC/DME I-BB1	APP CRS	Rwy Idg	<b>5500</b>
<b>110.9</b>	<b>264°</b>	TDZE	<b>670</b>
Chan <b>46</b>		Apt Elev	<b>671</b>

## ILS or LOC/DME RWY 26

KEOKUK MUNI (EOK)

**T** If local altimeter setting not received, use Burlington altimeter setting and increase all DAs/MDAs 60 feet. Visibility reductions by helicopters NA.

**A NA** VDP NA when using Burlington altimeter setting. ADF required.

MALSR

**MISSED APPROACH:** Climb to 2600 then right turn direct EOK NDB and hold.

AWOS-3  
118.375

KANSAS CITY CENTER  
135.525 319.9

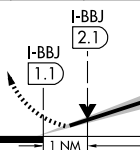
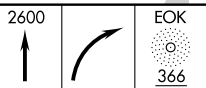
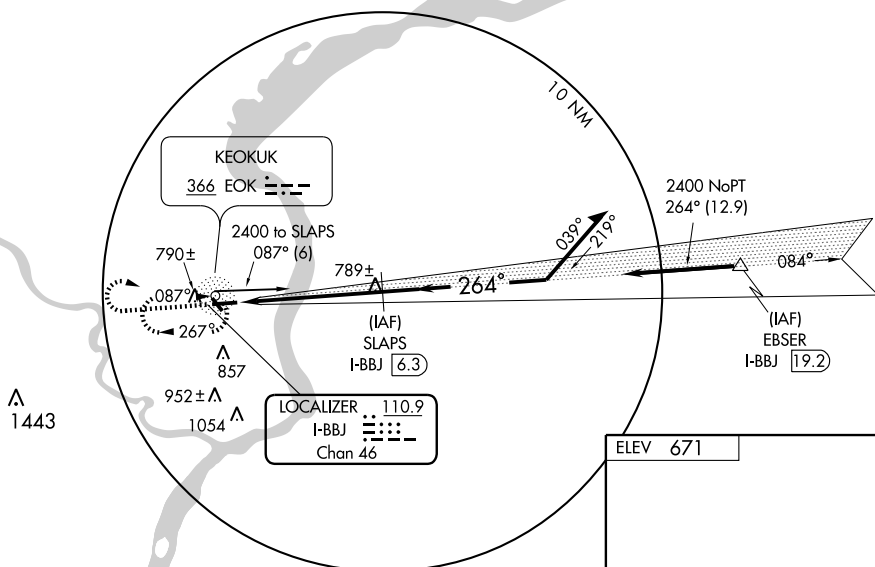
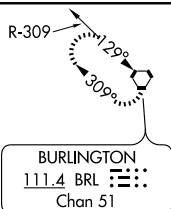
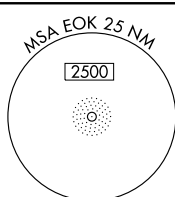
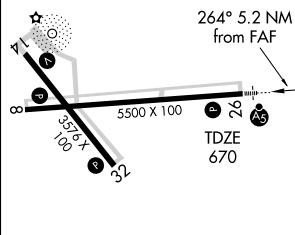
UNICOM  
122.8 (CTAF) 

Diagram illustrating a 264° SLAPS (SLAP with a 264° arc). The diagram shows a horizontal line representing the ground, with a vertical dashed line indicating the center of mass. A force of 2400 is applied at an angle of 84° to the horizontal. The reaction force at the base is 2400. The acceleration is 3.00 GS. The text "SLAPS I-BBJ 6.3" is present, along with "Remain within 10 NM" and "GS 3.00".



CATEGORY	A	B	C	D
S-ILS 26	870-1/2	200 (200-1/2)		NA
S-LOC 26	1040-1/2	370 (400-1/2)		NA
CIRCLING	1100-1 429 (500-1)	1140-1 469 (500-1)	1220-1 1/2 549 (600-1 1/2)	NA

REIL Rwy 8, 14 and 32 **L**  
MIRL Rwy 8-26 and 14-32 **L**

KEOKUK, IOWA  
Orig 09071

40°28'N-91°26'W

KEOKUK MUNI (EOK)

ILS or LOC/DME RWY 26

NC-3. 26 AUG 2010 to 23 SEP 2010

NDB EOK	APP CRS	Rwy Idg	<b>3576</b>
<b><u>366</u></b>	<b>128°</b>	TDZE	<b>671</b>
		Apt Elev	<b>671</b>

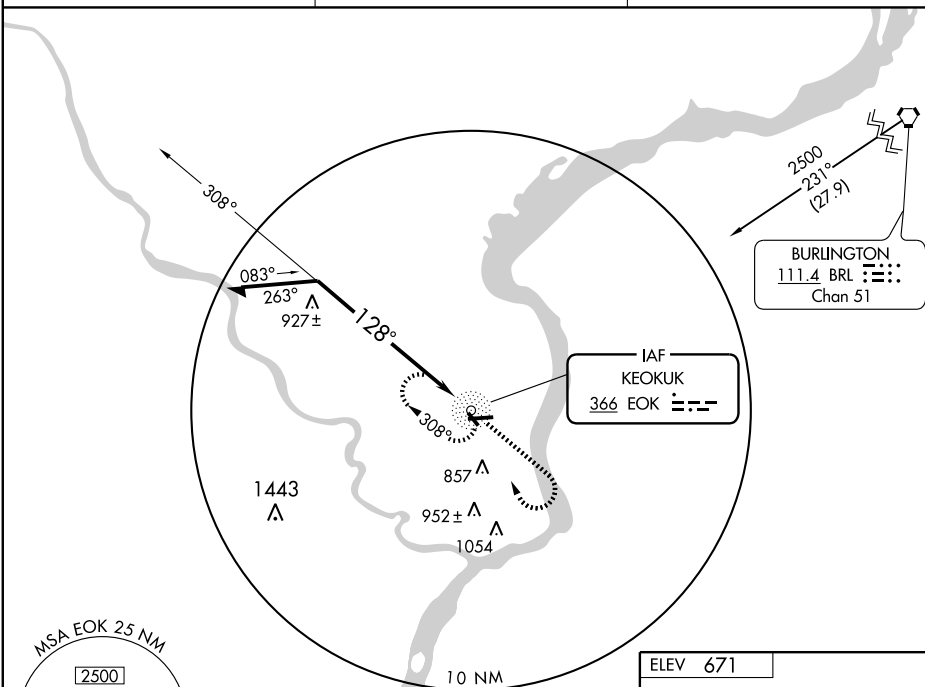
NDB RWY 14  
KEOKUK MUNI (EOK)

**T** If local altimeter setting not received, use Burlington Rgnl  
**A** altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 2500 then right turn direct EOK NDB and hold.

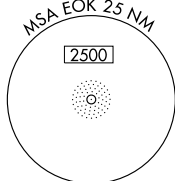
AWOS-3  
**118.375**

KANSAS CITY CENTER  
135.525 319.9

UNICOM  
122.8 (CTAF) **L**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010



Remain  
within 10 NM

2500

NDB

2500

EOK

ELEV 671

128° +  
NDB

TDZ

67

C

1

1

[illegible][illegible][illegible]

1

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[illegible]

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RE

MI

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REIL Rwys 8, 14 and 32 **L**  
MIRL Rwys 8-26 and 14-32

MIRL Rwy 8-26 and 14-32 L

KEOKUK, IOWA  
Amdt 12 09071

40°28'N-91°26'W

KEOKUK MUNI (EOK)  
NDB RWY 14

NDB EOK	APP CRS	Rwy Idg	<b>5500</b>
<b><u>366</u></b>	<b>277°</b>	TDZE	<b>670</b>
		Apt Elev	<b>671</b>

NDB RWY 26  
KEOKUK MUNI (EOK)

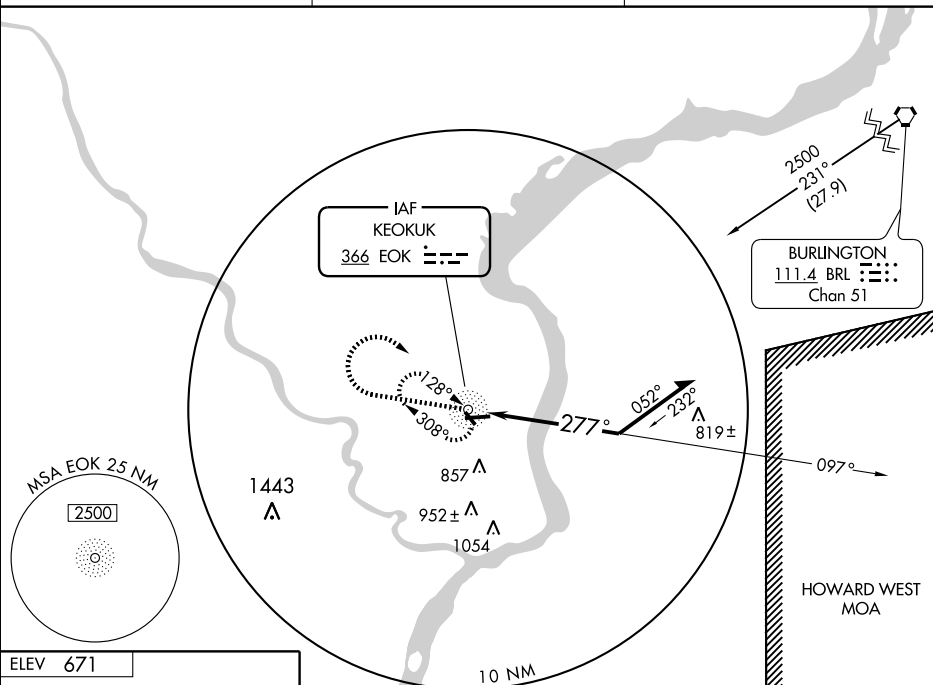
**T** If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all MDAs 60 feet.

MALSR

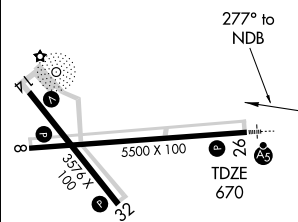
**MISSED APPROACH:** Climb to 2500 then right turn direct EOK NDB and hold.

AWOS-3  
**118,375**

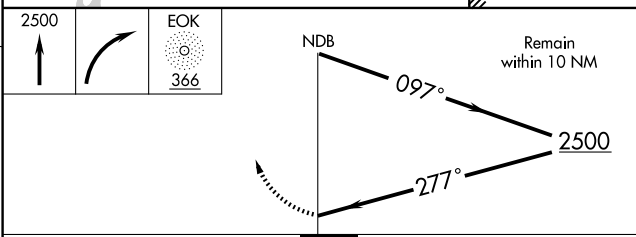
KANSAS CITY CENTER  
135.525 319.9

UNICOM  
122.8 (CTAF) **L**

ELEV 671



REIL Rwy 8, 14 and 32 **L**  
MIRL Rwy 8-26 and 14-32 **L**



CATEGORY	A	B	C	D
S-26	1180- <sup>3</sup> / <sub>4</sub> 510 (600- <sup>3</sup> / <sub>4</sub> )		1180-1 510 (600-1)	NA
CIRCLING	1180-1 509 (600-1)	1200-1 529 (600-1)	1220-1 <sup>1</sup> / <sub>2</sub> 549 (600-1 <sup>1</sup> / <sub>2</sub> )	NA

KEOKUK, IOWA  
Amdt 1 09071

KEOKUK MUNI (EOK)  
NDB RWY 26

40°28'N-91°26'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>97304</b> <b>W08A</b>	APP CRS <b>084°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>671</b> <b>671</b>
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# RNAV (GPS) RWY 8

KEOKUK MUNI (EOK)

**▼** DME/DME RNP -0.3 NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).  
 If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.  
 VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.

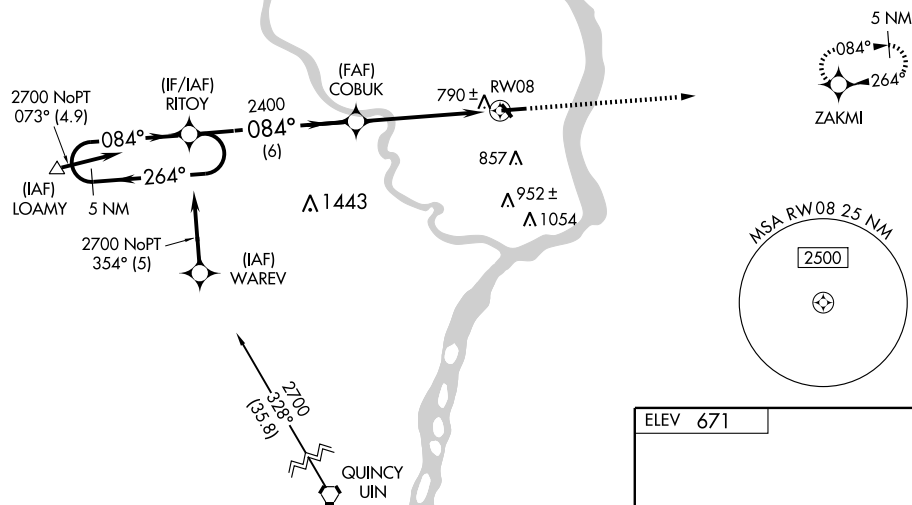
MISSED APPROACH: Climb to 2700 direct ZAKMI and hold.

AWOS-3  
**118.375**

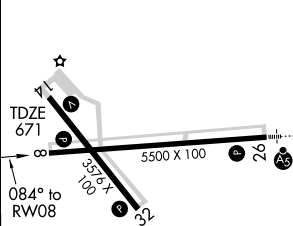
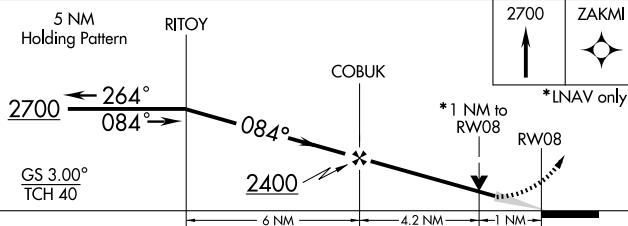
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at LOAMY via V10 southwestbound.  
 Procedure NA for arrivals at UIN VORTAC on airway radials 281 CW 012.



ELEV 671



CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1059-1½	388 (400-1½)		NA
LNAV MDA	1040-1	369 (400-1)		NA
CIRCLING	1100-1½ 429 (500-1½)	1140-1½ 469 (500-1½)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32 0  
 MIRL Rwy 8-26 and 14-32 0

WAAS CH <b>90104</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>3576</b> <b>671</b> <b>671</b>
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# RNAV (GPS) RWY 14

KEOKUK MUNI (EOK)

**▽** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).  
 If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.  
 Baro-VNAV NA when using Burlington Rgnl altimeter setting.

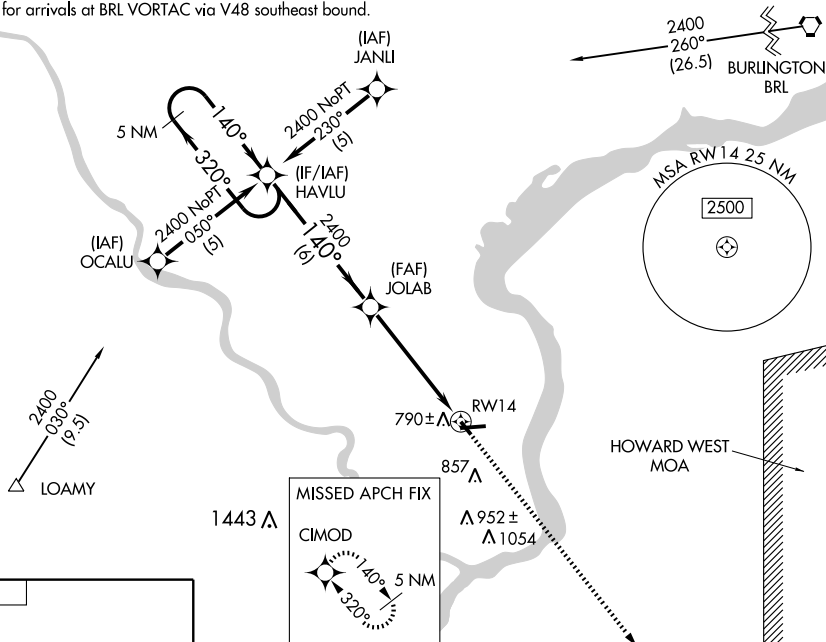
MISSED APPROACH: Climb to 2700 direct CIMOD and hold.

AWOS-3  
**118.375**

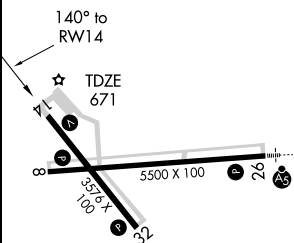
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 1**

Procedure NA for arrivals at BRL VORTAC via V48 southeast bound.



ELEV 671



REIL Rwy 8, 14 and 32 **1**  
 MRL Rwy 8-26 and 14-32 **1**

KEOKUK, IOWA  
 Orig 06271

40°28'N-91°26'W

KEOKUK MUNI (EOK)  
**RNAV (GPS) RWY 14**

WAAS CH <b>45505</b> <b>W26A</b>	APP CRS <b>264°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>670</b> <b>671</b>
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# RNAV (GPS) RWY 26

KEOKUK MUNI (EOK)

**▼** DME/DME RNP -0.3 NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C (4°F) or above 96°C (204°F).  
 If local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet.  
 VDP and Baro-VNAV NA when using Burlington Rgnl altimeter setting.  
 For inoperative MALSR, increase LPV, LNAV/VNAV and LNAV all Cats. visibility to 1 mile.

MALSR



MISSED APPROACH: Climb to 2700  
direct RTOY and hold.

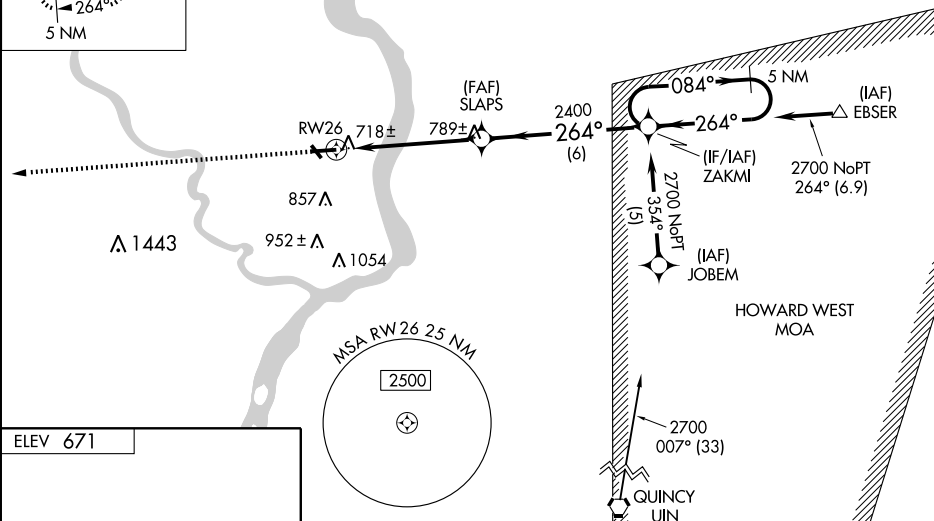
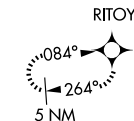
AWOS-3  
**118.375**

KANSAS CITY CENTER  
**135.525 319.9**

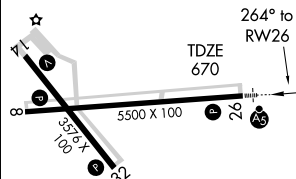
UNICOM  
**122.8** (CTAF) **1**

MISSED APCH FIX

Procedure NA for arrivals at UIN VORTAC on airway radials 321 CW 048.



ELEV 671



REIL Rwy 8, 14 and 32 **1**  
 MRL Rwy 8-26 and 14-32 **1**

2700 RTOY		ZAKMI 5 NM Holding Pattern	
*LNAV only		SLAPS	
RW26		2400	
*1 NM to RW26		264°	
1 NM		4.2 NM	
6 NM		2700	
CATEGORY		A	
LPV DA		924-3/4 254 (300-3/4)	
LNAV/VNAV DA		978-3/4 308 (400-3/4)	
LNAV MDA		1040-3/4 370 (400-3/4)	
CIRCLING		1100-1 429 (500-1)	
		1140-1 469 (500-1)	
		1220-1 1/2 549 (600-1 1/2)	
		NA	



WAAS CH <b>40005</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg <b>3576</b> TDZE <b>671</b> Apt Elev <b>671</b>
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# RNAV (GPS) RWY 32

KEOKUK MUNI (EOK)

**▼** DME/DME RNP -0.3 NA. Visibility reductions by helicopters NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 96°C (204°F).  
 When local altimeter setting not received, use Burlington Rgnl altimeter setting and increase all DAs/MDAs 60 feet, and increase LNAV/VNAV visibility 1/4 mile all Cats. Baro-VNAV NA when using Burlington Rgnl altimeter setting.

MISSED APPROACH: Climb to 2400  
direct HAVLU and hold.

AWOS-3  
**118.375**

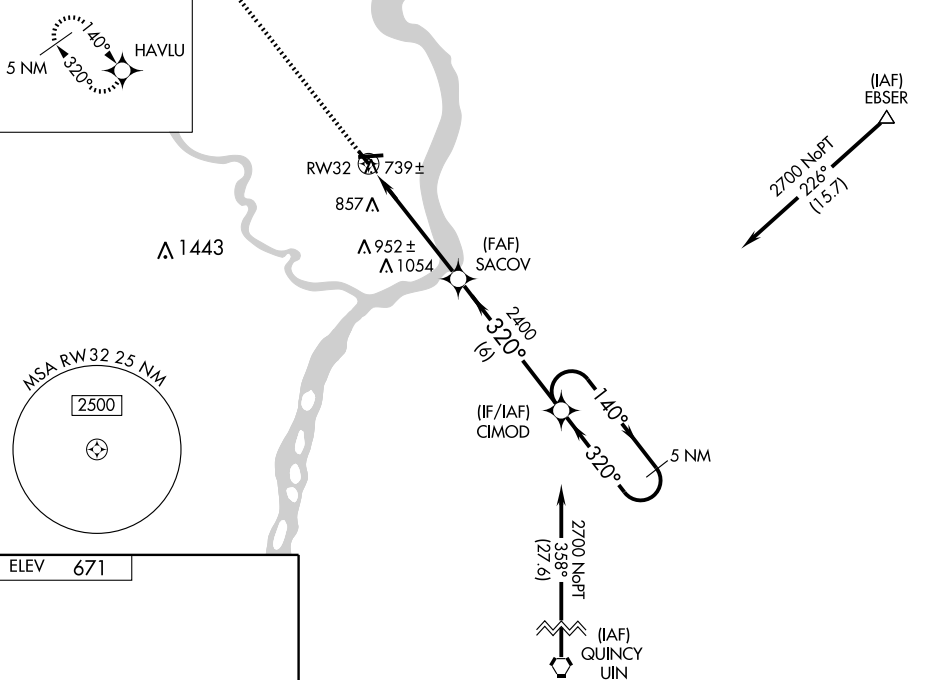
KANSAS CITY CENTER  
**135.525 319.9**

UNICOM  
**122.8 (CTAF) 0**

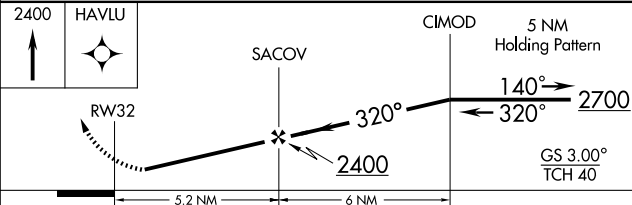
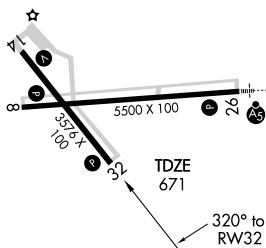
MISSED APCH FIX



Procedure NA for arrivals at UIN VORTAC on airway radials 321 CW 048.



ELEV **671**



CATEGORY	A	B	C	D
LPV DA	921-1	250 (300-1)		NA
LNAV/VNAV DA	1163-1¾	492 (500-1¾)		NA
LNAV MDA	1100-1	429 (500-1)	1100-1¼ 429 (500-1¼)	NA
CIRCLING	1180-1	509 (600-1)	1220-1½ 549 (600-1½)	NA

REIL Rwy 8, 14 and 32 **0**  
MIRL Rwy 8-26 and 14-32 **0**

**KEOKUK MUNI** (EOK) 4 NW UTC-6(-5DT) N40°27.60' W91°25.71'

CHICAGO

671 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE EOK

H-5D, L-27B

RWY 08-26: H5500X100 (CONC-WC) MIRL

IAP

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 26: MALSR. PAPI(P4L)—GA 3.0° TCH 40'.

RWY 14-32: H3576X100 (CONC) S-30, D-30 MIRL (NSTD)

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 36'. Trees.

RWY 32: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Sat-Sun 1400-2300Z†, Apr-Oct Mon-Fri 1400-0000Z†, Nov-Mar Mon-Fri 1400-2300Z†. CLOSED major holidays, fuel avbl. For svc after hrs call 319-470-0807.

Unlighted tower approximately 1000' MSL 4 miles SE. Rwy 26 is calm wind rwy. Rwy 14-32 have 6 thld lgts. ACTIVATE MIRL Rwy 14-32, Rwy 08-26, VASI Rwy 14, PAPI Rwy 08, Rwy 26, Rwy 32, REIL Rwy 08, Rwy 14 and Rwy 32 and MALSR Rwy 26—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (319) 524-7884.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.125 (FORT DODGE RADIO)

KANSAS CITY CENTER APP/DEP CON 135.525

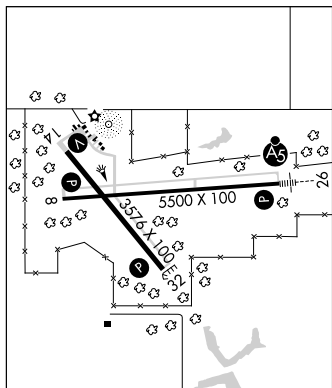
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

BURLINGTON (L) VORTACW 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 231° 27.9 NM to fld. 730/5E. HIWAS.

NDB (MHW) 366 EOK N40°27.88' W91°26.02' at fld. NOTAM FILE EOK.

ILS/DME 110.9 I-BBJ Chan 46 Rwy 26. Class IT. ILS unmonitored.

**KEOSAUQUA MUNI** (6K9) 1 E UTC-6(-5DT) N40°44.09' W91°56.93'

CHICAGO

580 NOTAM FILE FOD

RWY 06-24: 2275X100 (TURF)

RWY 06: Thld dsplcd 395'. Trees.

RWY 24: Thld dsplcd 1000'. Trees.

**AIRPORT REMARKS:** Unattended. Rwy 06 and Rwy 24 thlds and edges marked with yellow cones. Public phone at main hangar.

**COMMUNICATIONS:** CTAF 122.9**KNOXVILLE MUNI** (OXV) 2 S UTC-6(-5DT) N41°17.95' W93°06.82'

OMAHA

928 B S4 FUEL 100LL, JET A NOTAM FILE OXV

L-12J, 27A

RWY 15-33: H4000X75 (ASPH-CONC) S-28, D-48 MIRL

IAP

RWY 15: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Pole.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 27'. Pole.

**AIRPORT REMARKS:** Attended dawn-dusk. For svc after hours call 641-842-4423 or 641-891-6824. ACTIVATE MIRL Rwy 15-33 and PAPI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

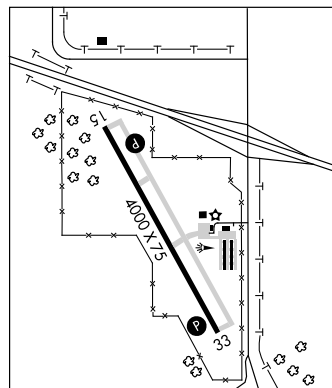
**WEATHER DATA SOURCES:** AWOS-3 119.775 (641) 828-8406.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® DES MOINES APP/DEP CON 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 102° 25.5 NM to fld. 940/7E. HIWAS.

**LAKE MILLS MUNI** (ØY6) 1 E UTC-6(-5DT) N43°24.82' W93°30.71'

OMAHA

1260 B NOTAM FILE FOD

RWY 18-36: 3380X100 (TURF) LIRL

RWY 18: Trees.

RWY 36: Thld dsplcd 190'. Trees.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED Dec-Mar. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

WAAS CH <b>40116</b> <b>W15A</b>	APP CRS <b>154°</b>	Rwy Idg <b>4000</b> TDZE <b>928</b> Apt Elev <b>928</b>
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# RNAV (GPS) RWY 15

KNOXVILLE MUNI (OXV)

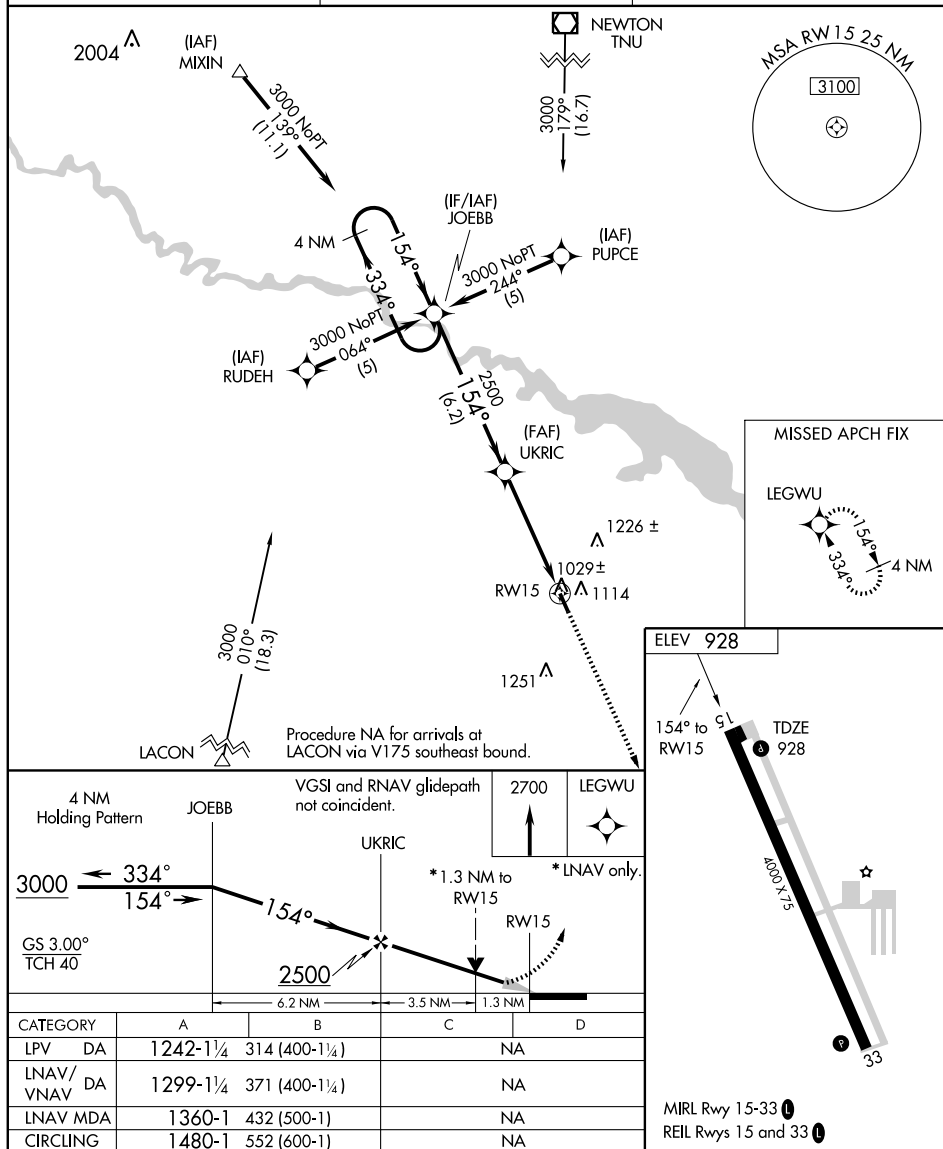
**⚠** DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pella altimeter setting. When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct LEGWU and hold.

AWOS-3  
**119.775**

DES MOINES APP CON  
**123.9 307.15**

UNICOM  
**122.8 (CTAF) 0**



NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS **334°**  
Rwy Idg **4000**  
TDZE **928**  
Apt Elev **928**

# RNAV (GPS) RWY 33

KNOXVILLE MUNI (OXV)

- ▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
Baro-VNAV and VDP NA when using Pella altimeter setting.
- ▲ When local altimeter setting not received, use Pella altimeter setting and increase all DA 29 feet, all MDA 40 feet, LNAV/VNAV all Cats visibility ¼ mile.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct JOEBB and hold.

AWOS-3  
**119.775**

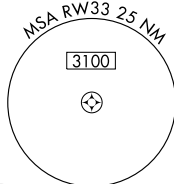
DES MOINES APP CON  
**123.9 307.15**

UNICOM  
**122.8 (CTAF)**

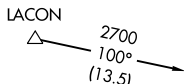
MISSED APCH FIX



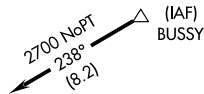
1226±  
1114  
1029± RW33  
1251



Procedure NA for arrivals at LACON via V175 northwest bound.

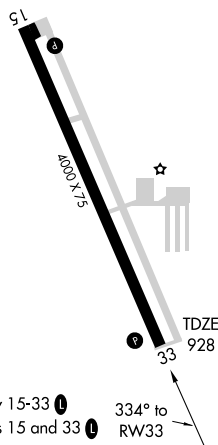


Procedure NA for arrivals at BUSSY via V52 southeast bound.



2700 NoPT 064° (5)  
2500 334°  
(IAF) MAYIS (IF/IAF) LEGWU

ELEV 928



MIRL Rwy 15-33  
REIL Rws 15 and 33

334° to RW33

1474±

3000 JOEBB



VGSI and RNAV glidepath not coincident.

LEGWU 4 NM Holding Pattern

\*LNAV only.

1.4 NM to RW33

FIXAB

154° 2700  
334°

GS 3.00°  
TCH 40

1.4 NM 3.4 NM 6.3 NM

CATEGORY	A	B	C	D
LNAV/VNAV DA	1299-1¼	371 (400-1¼)	NA	
LNAV MDA	1400-1	472 (500-1)	NA	
CIRCLING	1480-1	552 (600-1)	NA	

**LAMONI** N40°35.81' W93°58.06' NOTAM FILE FOD.

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to Lamoni Muni. 1140/7E. HIWAS.

OMAHA

H-5C, L-27A

RCO 122.1R 116.7T (FORT DODGE RADIO)

**LAMONI MUNI** (LWD) 2 NE UTC-6(-5DT) N40°38.00' W93°54.13'

OMAHA

1131 B FUEL 100LL NOTAM FILE LWD

L-27A

RWY 18-36: H2900X60 (CONC) MIRL

IAP

RWY 36: Tree.

AIRPORT REMARKS: Unattended. Self service fuel 24 hrs. Credit card. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36 —122.8.

WEATHER DATA SOURCES: ASOS 120.0 (641) 784-8122.

COMMUNICATIONS: CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION:

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to fld. 1140/7E. HIWAS.

## LARCHWOOD

**ZANGGER VINTAGE AIRPARK** (2VA) 2 E UTC-6(-5DT) N43°27.08' W96°24.35'

OMAHA

1476 NOTAM FILE FOD

Not insp.

RWY 12-30: 3350X100 (TURF) LIRL

RWY 12: Tree. RWY 30: Silo.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED Dec-Feb. No snow removal. During winter call 712-477-2230 or 712-477-2256 for field conditions. Rwy 12-30 marked with yellow cones. The unmarked hard surfac pavement that intersects turf Rwy 12-30 is an asph twy. ACTIVATE LIRL Rwy 12-30—122.9.

COMMUNICATIONS: CTAF 122.9

**LE MARS MUNI** (LRJ) 2 SW UTC-6(-5DT) N42°46.68' W96°11.62'

OMAHA

1197 B S2 FUEL 100LL, JET A TPA-2197(1000) NOTAM FILE LRJ

L-12I

RWY 18-36: H4605X75 (CONC) S-28, D-48 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0°. Thld dsplcd 300'.

RWY 36: REIL. SAVASI(S2R)—GA 3.0°. Thld dsplcd 300'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z†, Sat 1400-1900Z†, Sun prior request. After hrs service fee. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36, PAPI Rwy 18 and SAVASI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (712) 546-8439.

COMMUNICATIONS: CTAF/UNICOM 122.8

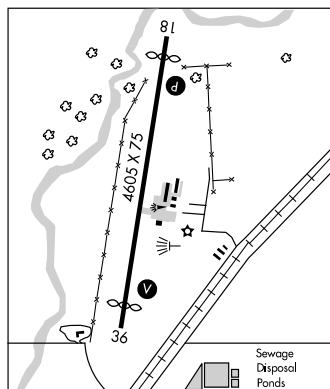
Ⓡ SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 003° 26.6 NM to fld. 1087/9E. HIWAS.



**LITTLE SIOUX** N43°07.62' W95°07.96' NOTAM FILE SPW.

OMAHA

NDB (MHW) 326 LTU 302° 3.9 NM to Spencer Muni. Unmonitored.

L-12I

## RNAV (GPS) RWY 18

LAMONI MUNI (LWD)

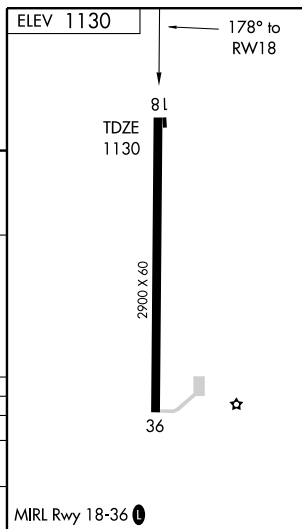
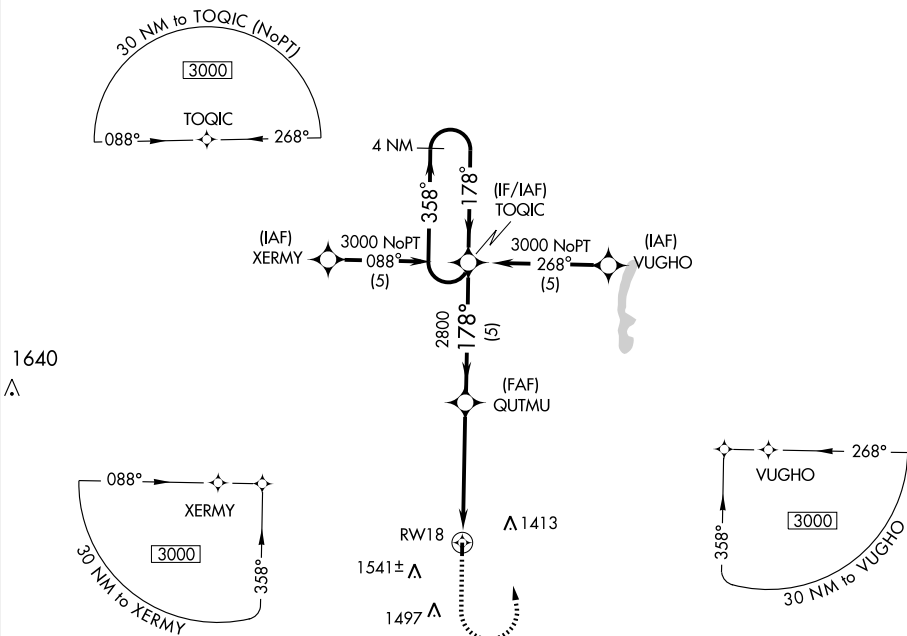
APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev	<b>2900</b> <b>1130</b> <b>1130</b>
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▲NA

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2000, then left climbing turn to 3000 direct TOQIC WP and hold.

ASOS <b>120.0</b>	MINNEAPOLIS CENTER <b>125.65 288.1</b>	CTAF <b>122.9</b>	<b>122.8 0</b>
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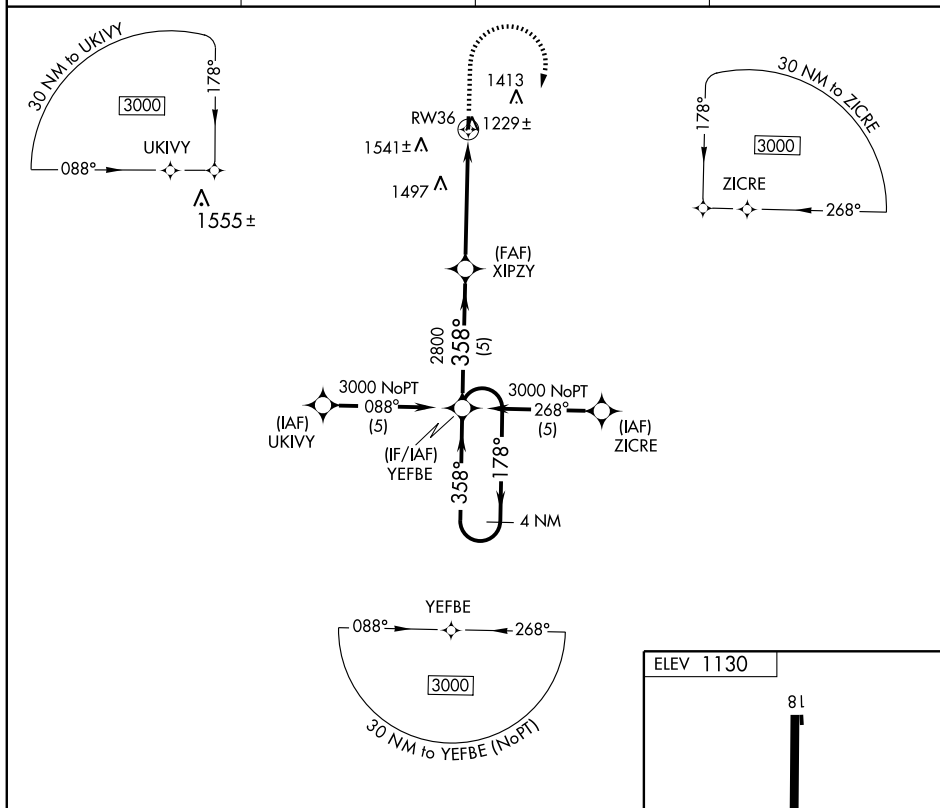
4 NM Holding Pattern	TOQIC	2000	3000	TOQIC
3000	358° 178°	QUTMU	2800	RWY 18
		3.07° TCH 40		
	5 NM	5 NM		
CATEGORY	A	B	C	D
LNNAV MDA	1480-1	350 (400-1)	NA	
CIRCLING	1600-1	470 (500-1)	NA	

APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev <b>1130</b> <b>1130</b>
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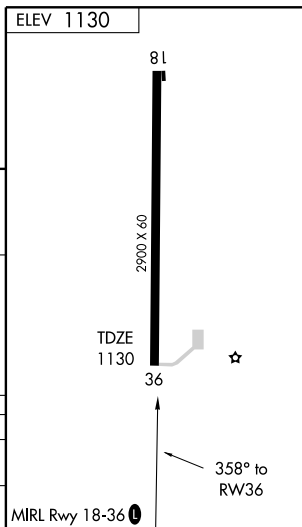
# RNAV (GPS) RWY 36

LAMONI MUNI (LWD)

<b>▲ NA</b> DME/DME RNP- 0.3 NA.		MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct YEFBE WP and hold.	
ASOS <b>120.0</b>	MINNEAPOLIS CENTER <b>125.65 288.1</b>	CTAF <b>122.9</b>	<b>122.8 0</b>



<div>4 NM Holding Pattern</div>				<div>YEFBE</div>		<div>XIPZY</div>		<div>2000</div>		<div>3000</div>		<div>YEFBE</div>	
<div>3000</div>				<div>178°</div>		<div>358°</div>		<div>358°</div>		<div>1.6 NM to RW36</div>		<div>RW36</div>	
<div>5 NM</div>				<div>3.4 NM</div>		<div>1.6 NM</div>		<div>3.07°</div>		<div>TCH 40</div>		<div>2800</div>	
CATEGORY		A		B		C		D					
LNAV MDA		1700-1		570 (600-1)				NA					
CIRCLING		1700-1		570 (600-1)				NA					



**LAMONI** N40°35.81' W93°58.06' NOTAM FILE FOD.

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to Lamoni Muni. 1140/7E. HIWAS.

OMAHA

H-5C, L-27A

RCO 122.1R 116.7T (FORT DODGE RADIO)

**LAMONI MUNI** (LWD) 2 NE UTC-6(-5DT) N40°38.00' W93°54.13'

OMAHA

1131 B FUEL 100LL NOTAM FILE LWD

L-27A

RWY 18-36: H2900X60 (CONC) MIRL

IAP

RWY 36: Tree.

AIRPORT REMARKS: Unattended. Self service fuel 24 hrs. Credit card. Ultralights on and in vicinity of arpt. ACTIVATE MIRL Rwy 18-36 —122.8.

WEATHER DATA SOURCES: ASOS 120.0 (641) 784-8122.

COMMUNICATIONS: CTAF 122.9

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 125.65

RADIO AIDS TO NAVIGATION:

(H) VORTAC 116.7 LMN Chan 114 047° 3.7 NM to fld. 1140/7E. HIWAS.

## LARCHWOOD

**ZANGGER VINTAGE AIRPARK** (2VA) 2 E UTC-6(-5DT) N43°27.08' W96°24.35'

OMAHA

1476 NOTAM FILE FOD

Not insp.

RWY 12-30: 3350X100 (TURF) LIRL

RWY 12: Tree.

RWY 30: Silo.

AIRPORT REMARKS: Attended continuously. Arpt CLOSED Dec-Feb. No snow removal. During winter call 712-477-2230 or 712-477-2256 for field conditions. Rwy 12-30 marked with yellow cones. The unmarked hard surfac pavement that intersects turf Rwy 12-30 is an asph twy. ACTIVATE LIRL Rwy 12-30—122.9.

COMMUNICATIONS: CTAF 122.9

**LE MARS MUNI** (LRJ) 2 SW UTC-6(-5DT) N42°46.68' W96°11.62'

OMAHA

1197 B S2 FUEL 100LL, JET A TPA-2197(1000) NOTAM FILE LRJ

L-12I

RWY 18-36: H4605X75 (CONC) S-28, D-48 MIRL

IAP

RWY 18: REIL. PAPI(P2L)—GA 3.0°. Thld dsplcd 300'.

RWY 36: REIL. SAVASI(S2R)—GA 3.0°. Thld dsplcd 300'.

AIRPORT REMARKS: Attended Mon-Fri 1400-2330Z†, Sat 1400-1900Z†, Sun prior request. After hrs service fee. Rwy 36 is calm wind rwy. ACTIVATE MIRL Rwy 18-36, REIL Rwy 18 and Rwy 36, PAPI Rwy 18 and SAVASI Rwy 36—CTAF.

WEATHER DATA SOURCES: AWOS-3 125.525 (712) 546-8439.

COMMUNICATIONS: CTAF/UNICOM 122.8

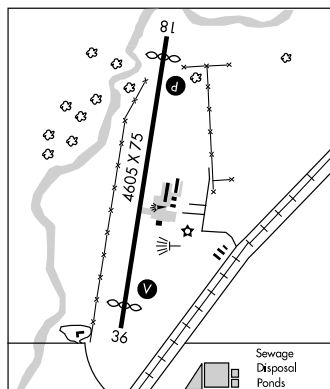
Ⓡ SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

MINNEAPOLIS CENTER APP/DEP CON 124.1 (0330-1200Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 003° 26.6 NM to fld. 1087/9E. HIWAS.



**LITTLE SIOUX** N43°07.62' W95°07.96' NOTAM FILE SPW.

OMAHA

NDB (MHW) 326 LTU 302° 3.9 NM to Spencer Muni. Unmonitored.

L-12I



WAAS CH <b>78415</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg <b>4305</b> TDZE <b>1197</b> Apt Elev <b>1197</b>
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## RNAV (GPS) RWY 18

## LE MARS MUNI (LRJ)

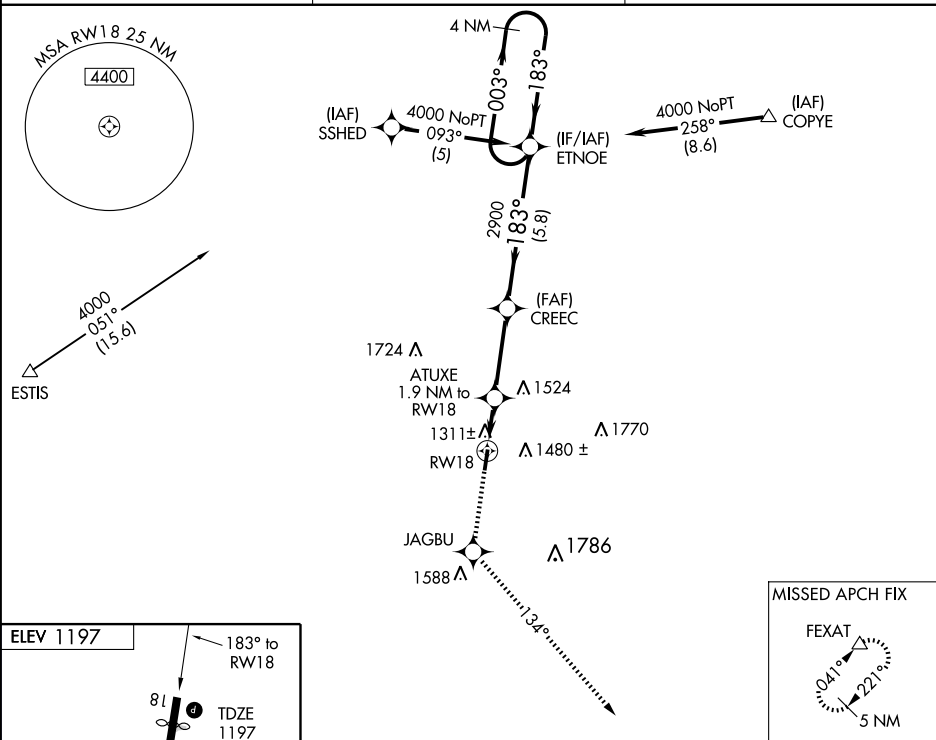
**▼▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro VNAV NA when using Orange City altimeter setting. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV all Cats and LNAV/VNAV all Cats visibility ¼ mile.

**MISSED APPROACH:** Climb to 4500  
direct JAGBU and via track 134°  
to FEXAT and hold.

AWOS-3  
125.525

SIOUX CITY APP CON ★  
 124.6 307.0

UNICOM  
122.8 (CTAF) **L**



ELEV 1197

81 **d** TDZE  
1197

4500	JAGBU
	

FEXAT  
△

VGSI and RNAV glidepath not coincident.

### Holding Pattern

\* LNAV only

ATUXE  
1.9 NM to

CREEC

ETNOE

Holding Pattern

CATEGORY

LPV	DA
-----	----

INAV/

INAV MDA

A

1527-1 $\frac{1}{4}$

1740.2

1620-1

B

30 (400-1 1/4)

72 (100%)

23 (500-1)

C

---

---

---

	D
--	---

NA

14

NA

MIRL Rwy 18-36 **L**  
REIL Rwy 18 and 36

LE MARS, IOWA  
Orig 11FEB10

42°47'N - 96°12'W

LE MARS MUNI (LRJ)

RNAV (GPS) RWY 18

NC-3. 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>42516</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE <b>1197</b> Apt Elev <b>1197</b>
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## RNAV (GPS) RWY 36

LE MARS MUNI (L.RJ)

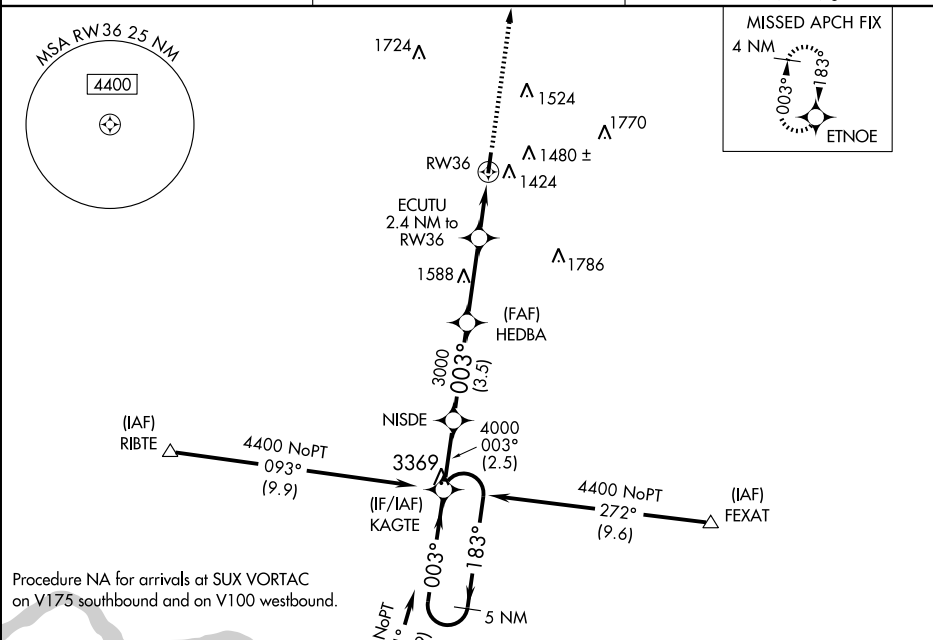
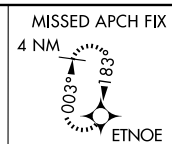
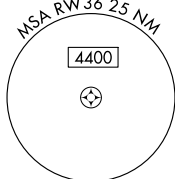
▼ Baro-VNAV NA when using Orange City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction  
 ▲ by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all DA 63 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH:  
Climb to 4000 direct  
ETNOE and hold.

AWOS-3  
**125.525**

SIOUX CITY APP CON ★  
**124.6 307.0**

UNICOM  
**122.8 (CTAF) 0**

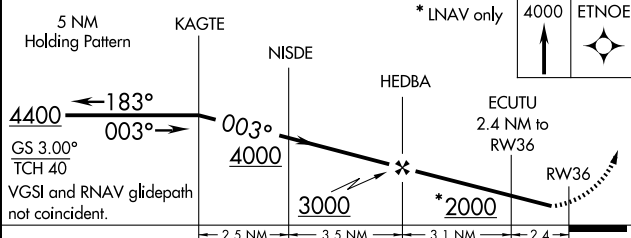


Procedure NA for arrivals at SUX VORTAC  
on V175 southbound and on V100 westbound.

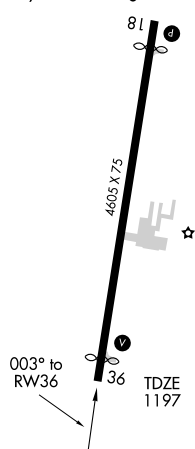
ELEV 1197

MIRL Rwy 18-36 0

REIL Rwy 18 and 36 0



CATEGORY	A	B	C	D
LPV DA	1509-1	312 (400-1)	NA	NA
LNAV/VNAV DA	1625-1½	428 (500-1½)	NA	NA
LNAV MDA	1680-1	483 (500-1)	NA	NA
CIRCLING	1760-1 563 (600-1)	1840-1 643 (700-1)	NA	NA



VORTAC SUX  
**116.5**  
 Chan **112**

APP CRS  
**004°**

Rwy Idg  
 TDZE **1197**  
 Apt Elev **1197**

**VOR/DME RWY 36**  
 LE MARS MUNI (LRJ)

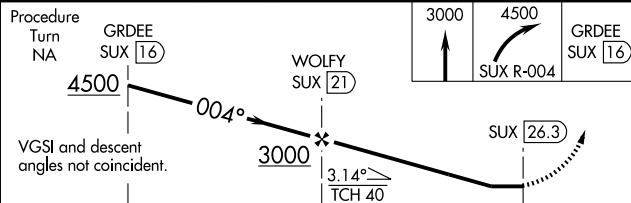
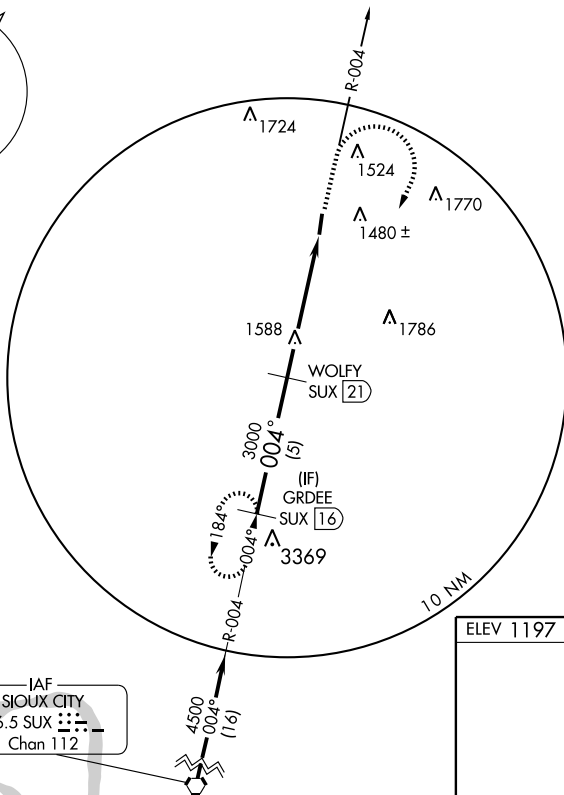
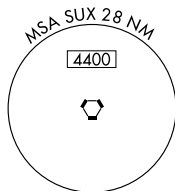
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange City altimeter setting and increase all MDA 80 feet, and increase S-36 Cat A and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 via SUX VORTAC R-004 to GRDEE/SUX 16 DME and hold.

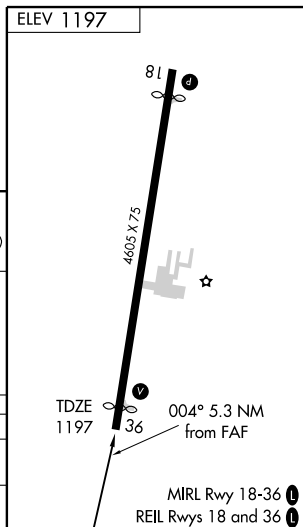
AWOS-3  
**125.525**

SIoux CITY APP CON ★  
**124.6 307.0**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-36	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)		NA
CIRCLING	2000-1 803 (900-1)	2000-1¼ 803 (900-1¼)		NA



**MANCHESTER MUNI** (C27) 2 W UTC-6(-5DT) N42°29.42' W91°29.87'

987 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H3465X50 (ASPH) LIRL

RWY 18: Tree.

RWY 36: Thld displcd 305'. Pole.

**AIRPORT REMARKS:** Attended prior request. For svc call 563-927-3636.

Deer on and invof arpt. Ultralight activity invof arpt.

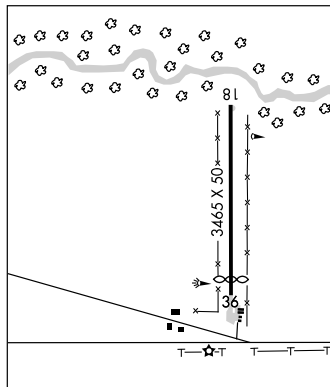
**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09'

W90°42.54' 275° 35.4 NM to fld. 1051/4E.

CHICAGO

L-28G

**MAPLETON****JAMES G. WHITING MEM FLD** (MEY) 1 N UTC-6(-5DT) N42°10.70' W95°47.62'

1116 B S4 FUEL 100 NOTAM FILE FOD

RWY 02-20: H2801X60 (CONC) S-28, D-48 LIRL

RWY 02: Tree.

RWY 20: REIL. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Rwy 20 is calm wind rwy. Rwy 02-20 LIRL. ACTIVATE REIL Rwy 20—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® SIOUX CITY APP/DEP CON 124.6 (1200-0330Z†)

MINNEAPOLIS CENTER APP/DEP CON 119.6 (0330-1200Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 104° 25.6 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 335 MEY N42°10.83' W95°47.68' at fld.

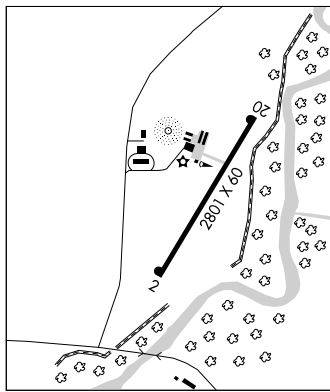
NOTAM FILE FOD. Unmonitored Mon-Fri 2300-1400Z†,

unmonitored Sat-Sun and holidays.

OMAHA

L-121

IAP



NDB MEY	APP CRS	Rwy Idg	<b>2801</b>
<b><u>335</u></b>	<b>205°</b>	TDZE	<b>1116</b>
		Apt Elev	<b>1116</b>

## NDB RWY 20

MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)

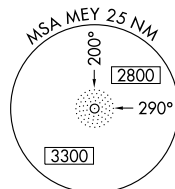
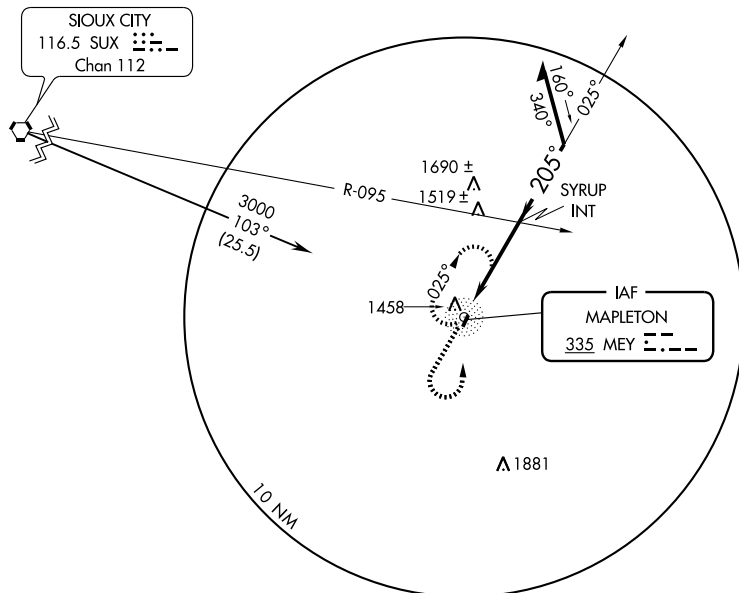
**T** Use Sioux City altimeter setting.

**A** NA

MISSED APPROACH: Climb to 2900 then left turn direct MEY NDB and hold.

SIOUX CITY APP CON★  
 124.6 307

UNICOM  
122.8 (CTAF) **L**



ELEV 1116

2029

205° to  
MEY NDB

TDZE  
1116

09.

△

290

ME  
  
 22

NDR

Remain  
within 10 NM

2900

SYRUP INT

205°  
2040

3.9 NM

CATEGORY	A	B	C	D
S-20	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
CIRCLING	2040-1¼	924 (1000-1¼)	2040-2¾ 924 (1000-2¾)	NA
SYRUP FIX MINIMUMS				
S-20	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	1900-2¼ 784 (800-2¼)	NA
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	1920-2¼ 804 (900-2¼)	NA

REIL Rwy 20 (L)  
LIRL Rwy 2-20

MAPLETON, IOWA  
Amdt 4 09071

MAPLETON/JAMES G. WHITING MEMORIAL FIELD (MEY)  
42°11'N-95°48'W NDB RWY 20

# NDB RWY 20

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

APP CRS  
**019°**

Rwy Idg **2801**  
TDZE **1116**  
Apt Elev **1116**

# RNAV (GPS) RWY 2

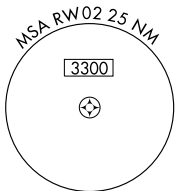
MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

**V** DME/DME RNP-0.3 NA. Use Sioux City altimeter setting,  
**Δ** NA when not received use Denison altimeter setting.

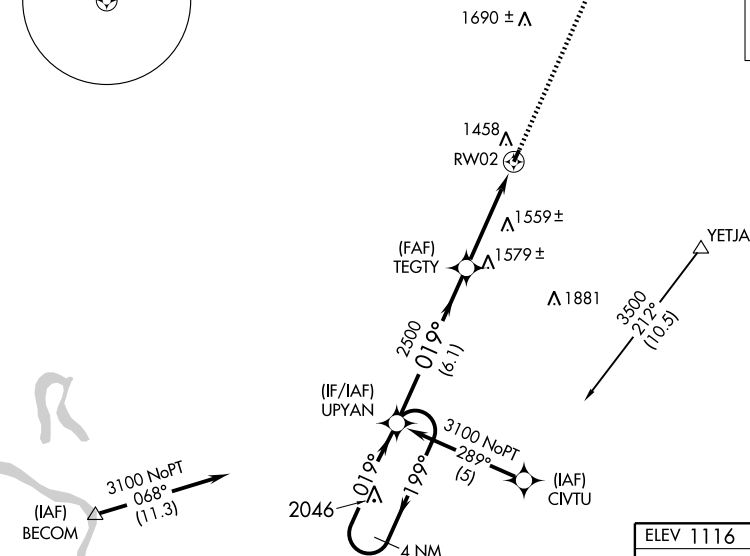
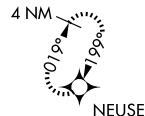
MISSED APPROACH: Climb to 3200 direct NEUSE and hold.

SIoux CITY APP CON ★  
**124.6 307**

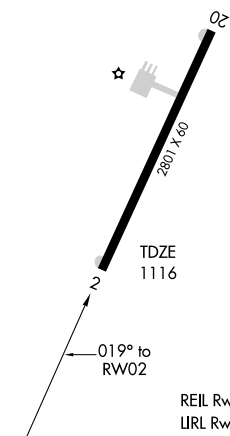
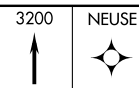
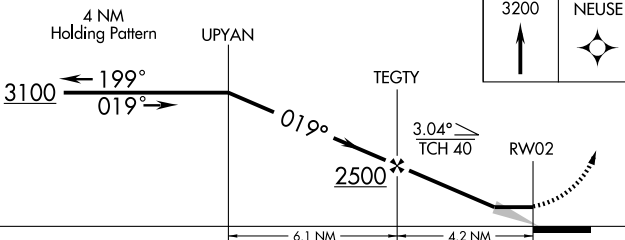
UNICOM  
**122.8 (CTAF)** **1**



MISSED APCH FIX



ELEV 1116



CATEGORY	A	B	C	D
LNNAV MDA	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	
CIRCLING	1900-1 784 (800-1)	1900-1¼ 784 (800-1¼)	NA	

APP CRS **199°**  
Rwy Idg **2801**  
TDZE **1116**  
Apt Elev **1116**

# RNAV (GPS) RWY 20

MAPLETON/ JAMES G. WHITING MEMORIAL FIELD (MEY)

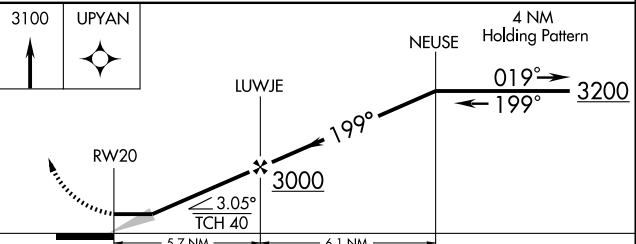
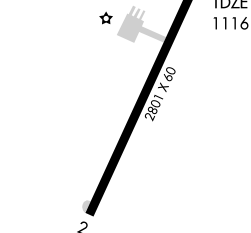
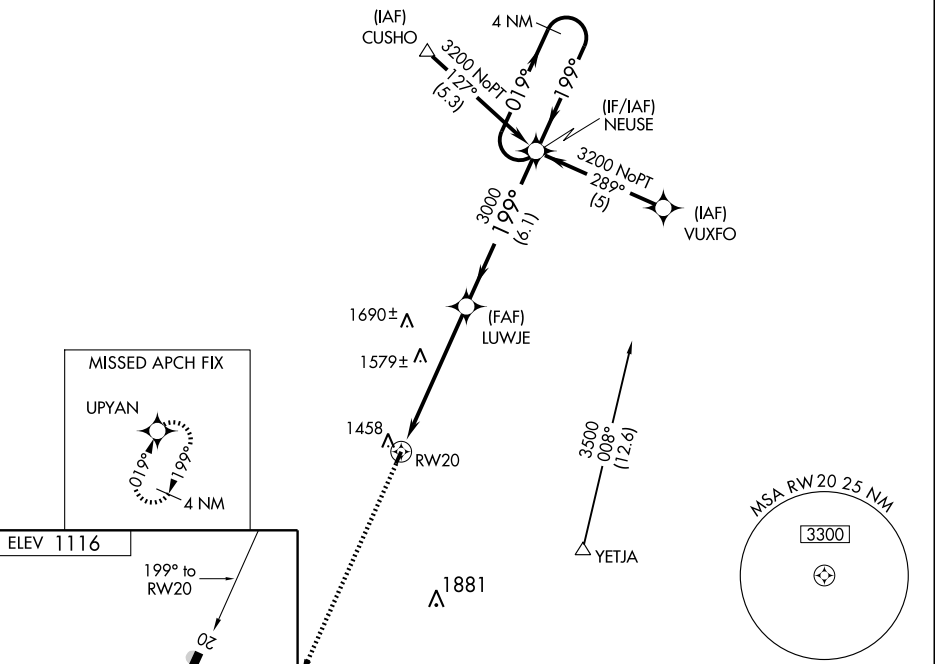
**NA** DME/DME RNP-0.3 NA. Use Sioux City altimeter setting, when not received use Denison altimeter setting.

MISSED APPROACH: Climb to 3100 direct UPYAN and hold.

SIoux CITY APP CON ★  
**124.6 307**

UNICOM  
**122.8 (CTAF)**

Procedure NA for arrivals at CUSHO on V100 westbound.



CATEGORY	A	B	C	D
LNAV MDA	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	
CIRCLING	1920-1 804 (900-1)	1920-1¼ 804 (900-1¼)	NA	

REIL Rwy 20  
URL Rwy 2-20

**MAQUOKETA MUNI** (OQW) 3 W UTC-6(-5DT) N42°03.00' W90°44.33'

CHICAGO

769 B FUEL 100LL, JET A NOTAM FILE FOD

L-28G

RWY 15-33: H3300X60 (CONC) MIRL 0.9% up NW

IAP

RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 37'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Tree.

**AIRPORT REMARKS:** Unattended. Service avbl at 1-800-553-5283.

Self-service fuel avbl 24 hrs with credit card. Caution: Ultralight activity on and invof arpt. Rwy 33 is calm wind rwy. ACTIVATE MIRL

Rwy 15-33—CTAF. PAPI Rwy 15 and Rwy 33 operate 24 hrs.

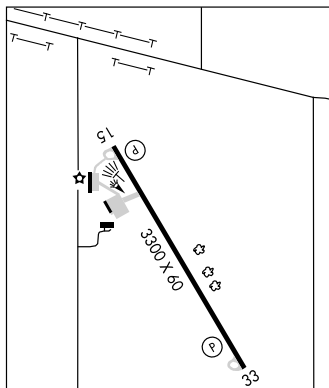
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® CHICAGO CENTER APP/DEP CON 133.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09'

W90°42.54' 180° 21.1 NM to fld. 1051/4E.



**MARION** (C17) 3 E UTC-6(-5DT) N42°01.79' W91°31.90'

CHICAGO

862 B S4 FUEL 100LL, MOGAS NOTAM FILE FOD

L-28G

RWY 17-35: H3775X100 (ASPH-TURF) RWY LGTS (NSTD)

RWY 17: Thld dspcd 260'. Road.

RWY 35: Thld dspcd 100'. Brush.

**AIRPORT REMARKS:** Attended continuously. Parachute Jumping. Deer and waterfowl on and invof arpt. Rwy 17-35

center 26' of rwy is asph; remainder is turf. Rough transition from asph to turf first 1000' of Rwy 35. Rwy 17-35 lgts 37' from rwy edge.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25' W91°47.14' 231° 14.2 NM to fld. 870/5E.

**MARSHALLTOWN MUNI** (MIW) 3 N UTC-6(-5DT) N42°06.76' W92°55.07'

CHICAGO

974 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE MIW

H-5D, L-12J

RWY 12-30: H5006X100 (ASPH) S-35, D-42 MIRL

IAP

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 42'. Ground/corn crop.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 37'. Road.

RWY 18-36: H2806X50 (ASPH) S-15 MIRL

RWY 18: Trees.

RWY 36: Road.

**AIRPORT REMARKS:** Attended 1300Z-0000Z. For arpt attendant after hrs call 641-753-7698. MIRL Rwy 12-30 preset low ints, to increase ints and ACTIVATE REIL and VASI Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 128.325 (641) 752-2339.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

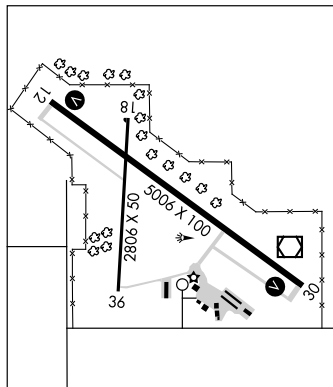
® WATERLOO APP/DEP CON 120.9 (1200-0200Z). CLNC DEL 120.9

CHICAGO CENTER APP/DEP CON 127.05 (0200-1200Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIW.

ELMWOOD (L) VORW/DME 109.4 JWJ Chan 31 N42°06.68'

W92°54.53' at fld. 981/3E.





APP CRS	Rwy Idg	<b>3300</b>
<b>155°</b>	TDZE	<b>769</b>
	Apt Elev	<b>769</b>

# RNAV (GPS) RWY 15

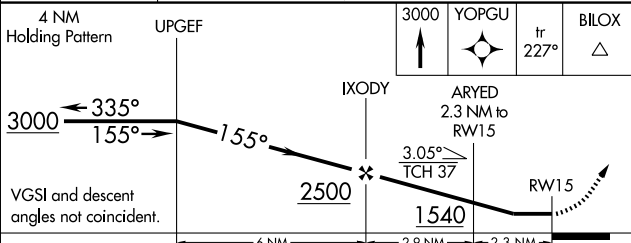
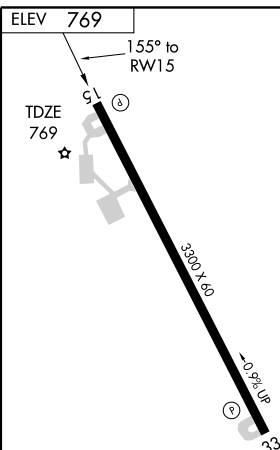
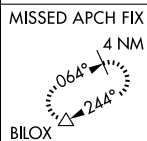
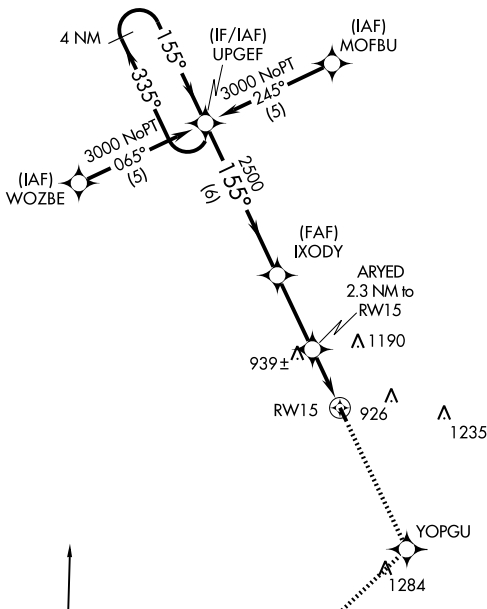
MAQUOKETA MUNI (OQW)

**NA** DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 3000 direct YOGPU and on track 227° to BILOX and hold.

CHICAGO CENTER  
**133.95 281.4**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
RNAV MDA	1280-1	511 (600-1)	NA	NA
CIRCLING	1280-1	511 (600-1)	NA	NA

REIL Rwy 15 and 33  
MIRL Rwy 15-33

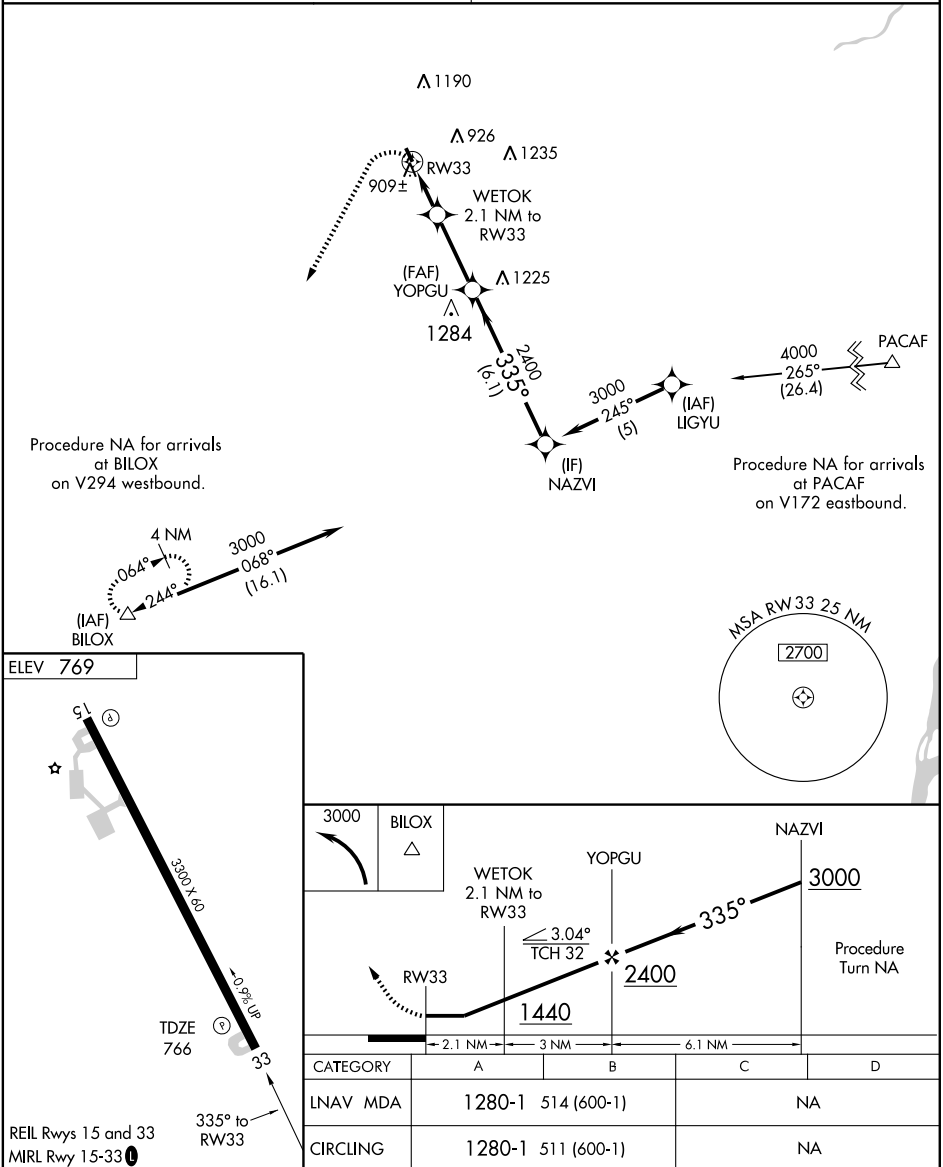
APP CRS <b>335°</b>	Rwy Idg TDZE <b>766</b>	<b>3300</b>
	Apt Elev <b>769</b>	

# RNAV (GPS) RWY 33

MAQUOKETA MUNI (OQW)

<p><b>NA</b></p> <p>DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Dubuque altimeter setting and increase all MDA 100 feet. Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct BILOX and hold.</p>
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<p>CHICAGO CENTER</p> <p><b>133.95 281.4</b></p>	<p>UNICOM</p> <p><b>122.8 (CTAF)</b></p>
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**MAQUOKETA MUNI** (OQW) 3 W UTC-6(-5DT) N42°03.00' W90°44.33'

CHICAGO

769 B FUEL 100LL, JET A NOTAM FILE FOD

L-28G

RWY 15-33: H3300X60 (CONC) MIRL 0.9% up NW

IAP

RWY 15: REIL. PAPI(P2L)—GA 4.0° TCH 37'. Trees.

RWY 33: REIL. PAPI(P2L)—GA 3.0° TCH 32'. Tree.

**AIRPORT REMARKS:** Unattended. Service avbl at 1-800-553-5283.

Self-service fuel avbl 24 hrs with credit card. Caution: Ultralight activity on and invof arpt. Rwy 33 is calm wind rwy. ACTIVATE MIRL

Rwy 15-33—CTAF. PAPI Rwy 15 and Rwy 33 operate 24 hrs.

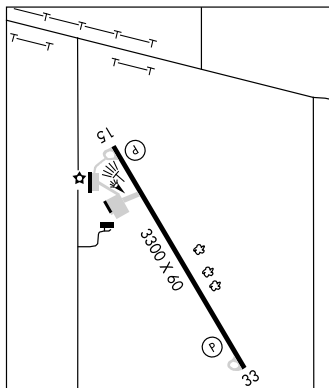
**COMMUNICATIONS:** CTAF/UNICOM 122.8

® CHICAGO CENTER APP/DEP CON 133.95

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DBQ.

DUBUQUE (H) VORTACW 115.8 DBQ Chan 105 N42°24.09'

W90°42.54' 180° 21.1 NM to fld. 1051/4E.



**MARION** (C17) 3 E UTC-6(-5DT) N42°01.79' W91°31.90'

CHICAGO

862 B S4 FUEL 100LL, MOGAS NOTAM FILE FOD

L-28G

RWY 17-35: H3775X100 (ASPH-TURF) RWY LGTS (NSTD)

RWY 17: Thld dspcd 260'. Road.

RWY 35: Thld dspcd 100'. Brush.

**AIRPORT REMARKS:** Attended continuously. Parachute Jumping. Deer and waterfowl on and invof arpt. Rwy 17-35

center 26' of rwy is asph; remainder is turf. Rough transition from asph to turf first 1000' of Rwy 35. Rwy 17-35 lgts 37' from rwy edge.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25' W91°47.14' 231° 14.2 NM to fld. 870/5E.

**MARSHALLTOWN MUNI** (MIW) 3 N UTC-6(-5DT) N42°06.76' W92°55.07'

CHICAGO

974 B S4 FUEL 100LL, JET A OX 4 NOTAM FILE MIW

H-5D, L-12J

RWY 12-30: H5006X100 (ASPH) S-35, D-42 MIRL

IAP

RWY 12: REIL. VASI(V4L)—GA 3.0° TCH 42'. Ground/corn crop.

RWY 30: REIL. VASI(V4L)—GA 3.0° TCH 37'. Road.

RWY 18-36: H2806X50 (ASPH) S-15 MIRL

RWY 18: Trees.

RWY 36: Road.

**AIRPORT REMARKS:** Attended 1300Z-0000Z. For arpt attendant after hrs call 641-753-7698. MIRL Rwy 12-30 preset low ints, to increase ints and ACTIVATE REIL and VASI Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** ASOS 128.325 (641) 752-2339.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

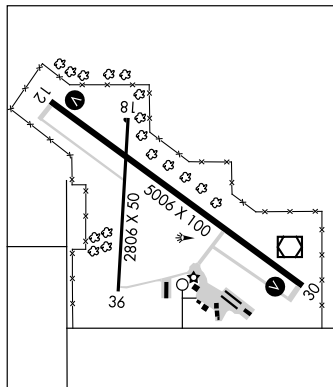
® WATERLOO APP/DEP CON 120.9 (1200-0200Z). CLNC DEL 120.9

CHICAGO CENTER APP/DEP CON 127.05 (0200-1200Z)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MIW.

ELMWOOD (L) VORW/DME 109.4 JWJ Chan 31 N42°06.68'

W92°54.53' at fld. 981/3E.



APP CRS <b>124°</b>	Rwy Idg <b>5006</b>
	TDZE <b>974</b>
	Apt Elev <b>974</b>

# GPS RWY 12

## MARSHALLTOWN MUNI (MIW)

**A** NA

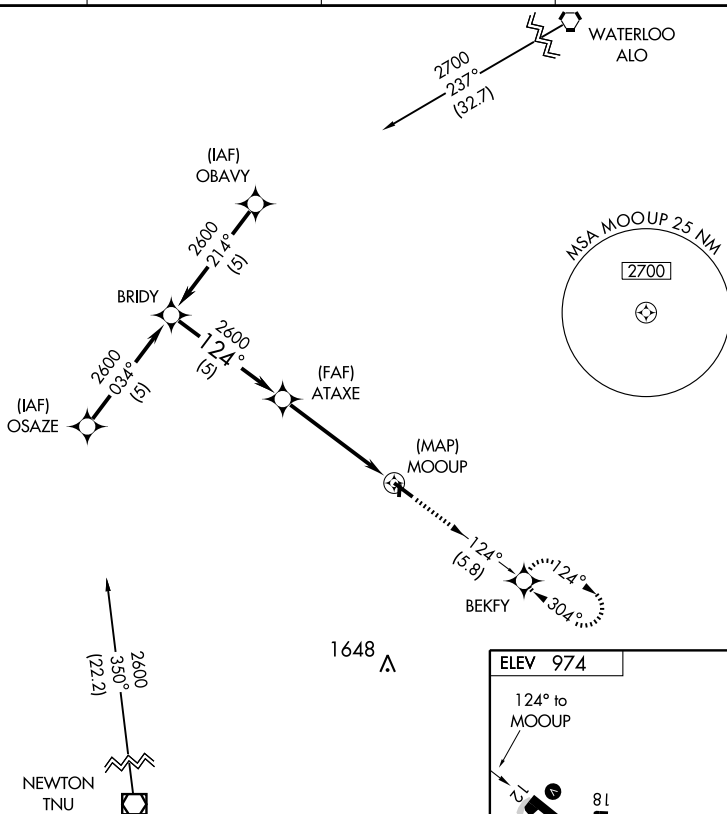
MISSED APPROACH: Climb to 3000 via 124° course to BEKFY WP and hold.

ASOS  
**128.325**

WATERLOO APP CON ★  
**120.9**

CLNC DEL  
**120.9**

UNICOM  
**122.8** (CTAF) **0**



1648 **A**

ELEV 974

124° to MOOUP

TDZE 974

81

36

5006 X 100

2806 X 50

30

36

5006 X 100

2806 X 50

30

36

5006 X 100

2806 X 50

30

36

5006 X 100

2806 X 50

30

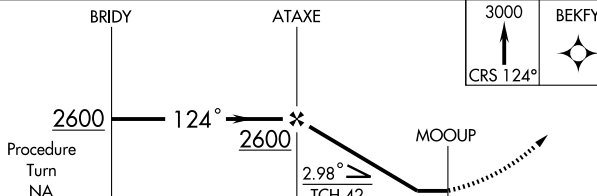
36

5006 X 100

2806 X 50

30

36



3000  
↑  
CRS 124°  
BEKFY

CATEGORY	A	B	C	D
S-12	1360-1	386 (400-1)		1360-1¼ 386 (400-1¼)
CIRCLING	1400-1 426 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36  
MIRL Rwy 12-30 **0**  
REIL Rws 12 and 30 **0**

VOR/DME JWJ <b>109.4</b> Chan <b>31</b>	APP CRS <b>118°</b>	Rwy Idg <b>5006</b> TDZE <b>974</b> Apt Elev <b>974</b>
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VOR RWY 12  
MARSHALLTOWN MUNI (MIW)

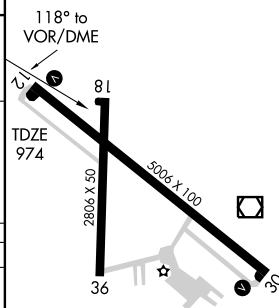
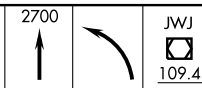
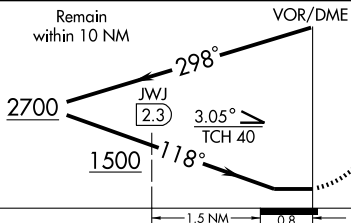
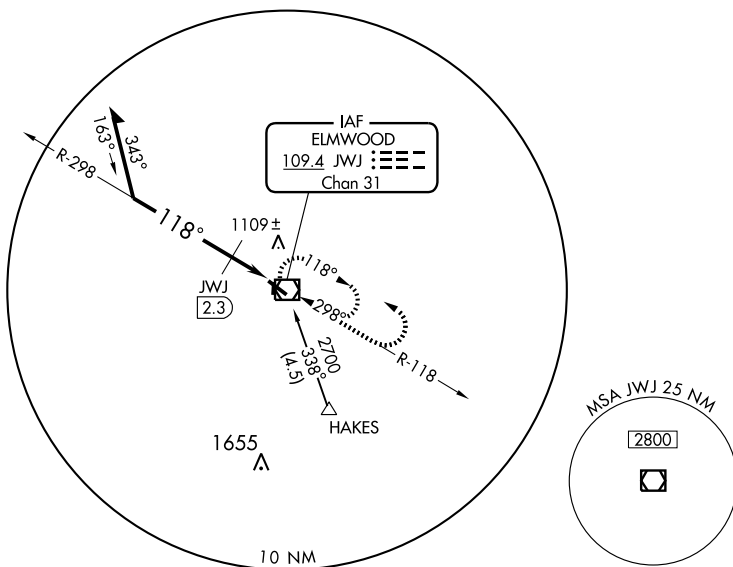
**MISSED APPROACH:** Climb to 2700, then left turn direct JWW VOR/DME and hold.

ASOS  
**128.325**

WATERLOO APP CON ★  
120.9

CLNC DER  
**120.9**

UNICOM  
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
S-12	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1500-1¾ 526 (600-1¾)
CIRCLING	1500-1	526 (600-1)	1500-1½ 526 (600-1½)	1540-2 566 (600-2)
DME MINIMUMS				
S-12	1360-1 386 (400-1)			1360-1¼ 386 (400-1¼)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36  
MIRL Rwy 12-30 **L**  
REIL Rwy 12 and 30 **L**

VOR/DME JWJ  
**109.4**  
Chan **31**

APP CRS  
**318°**

Rwy Idg  
TDZE  
Apt Elev

**5006**  
**973**  
**974**

# VOR RWY 30

MARSHALLTOWN MUNI (MIW)

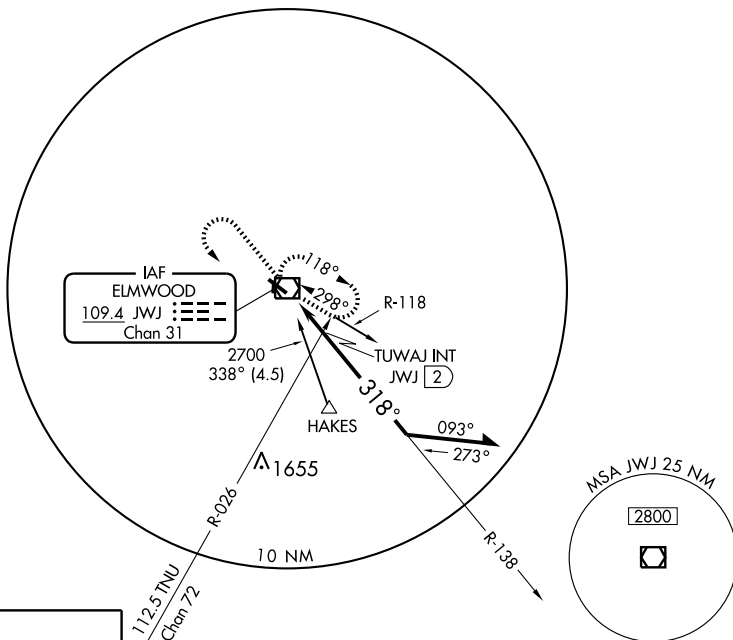
MISSED APPROACH: Climb to 2700, then left turn direct JWJ  
VOR/DME and hold.

ASOS  
**128.325**

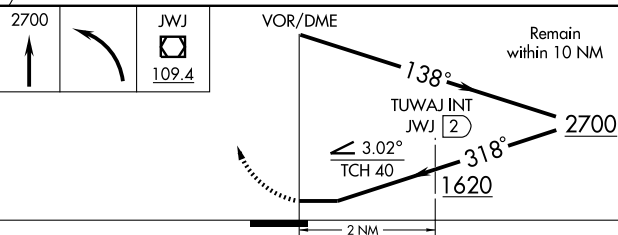
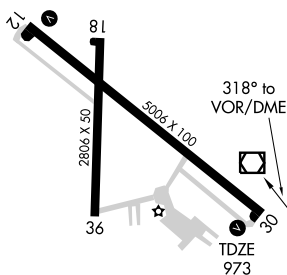
WATERLOO APP CON ★  
**120.9**

CLNC DEL  
**120.9**

UNICOM  
**122.8** (CTAF) **0**



ELEV 974



CATEGORY	A	B	C	D
S-30	1620-1	647 (700-1)	1620-1¾ 647 (700-1¾)	1620-2 647 (700-2)
CIRCLING	1620-1	646 (700-1)	1620-1¾ 646 (700-1¾)	1620-2 646 (700-2)
TUWJ FIX MINIMUMS				
S-30	1360-1	387 (400-1)	1360-1¾ 387 (400-1¾)	1360-2 387 (400-2)
CIRCLING	1420-1 446 (500-1)	1440-1 466 (500-1)	1440-1½ 466 (500-1½)	1540-2 566 (600-2)

MIRL Rwy 18-36  
MIRL Rwy 12-30 **0**  
REIL Rwys 12 and 30 **0**

## AIRPORT DIAGRAM

AL-667 (FAA)

MASON CITY MUNI (MCW)  
MASON CITY, IOWAASOS  
120.3  
CTAF/UNICOM  
123.0RWY 12-30  
S-80, D-110, 2S-140, 2D-180  
RWY 18-36  
S-80, D-110, 2S-140, 2D-180FIELD  
ELEV  
1213

81

178.8'

43°10.0'N

△ 1286

JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° WELEV  
1209

123.8°

5502 X 150

6501 X 150

0.3% UP

358.8'

HOT<sup>1</sup>ELEV  
1193

FBO

TERMINAL

1252

FBO  
HANGAR

HANGARS

HANGARS

30

36

0.3% UP

303.8'

43°09.0'N

93°20.5'W

93°19.5'W

## AIRPORT DIAGRAM

MASON CITY, IOWA  
MASON CITY MUNI (MCW)

**MASON CITY MUNI** (MCW) 5 W UTC-6(-5DT) N43°09.47' W93°19.88'

OMAHA

1213 B S4 FUEL 100LL, JET A TPA-2013(800) Class I, ARFF Index A NOTAM FILE MCW H-5D, L-12J

RWY 18-36: H6501X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 HIRL 0.3% up N IAP, AD

RWY 18: MALS. VASI(V4L)—GA 3.0° TCH 39'.

RWY 36: MALS. PAPI(P4L)—GA 2.9° TCH 62'.

RWY 12-30: H5502X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 MRL 0.3% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 32'. Building.

**AIRPORT REMARKS:** Attended Mon-Fri 1030-0500Z, Sat

1100-0000Z, Sun 1600-0500Z. Arpt ops 641-430-0980. For svc or fuel after hrs PPR call 641-430-9898. Bird and deer activity on and in/ov arpt. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 641-421-3397. Air carrier ops in excess of 15 minutes outside

scheduled arrival/departure times not authorized except with prior coordination with arpt manager. Acft ops 9 passenger seats or more not authorized in excess of 15 minutes before/after scheduled arrival/departure time without PPR, call 641-430-0980. All general aviation t/c remain clear of air carrier ramp during air carrier ops. Air carrier ramp defined by red line.

Rwy 30 is calm wind rwy. Due to rwy and twy end elevation differentials and acft height: pilots may lose line of sight of other acft on opposing rwy and twy ends. All departure/arrival acft use CTAF. ACTIVATE HIRL Rwy 18-36, MRL Rwy 12-30, REIL Rwy 12, MALS Rwy 18, MALS Rwy 36 and VASI Rwy 18 and PAPI Rwy 12, Rwy 30 and Rwy 36—CTAF. PAPIs on during dalgt hrs. Ldg fee for all commercial operated acft.

**WEATHER DATA SOURCES:** ASOS 120.3 (641) 357-8490.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.6 (FORT DODGE RADIO)

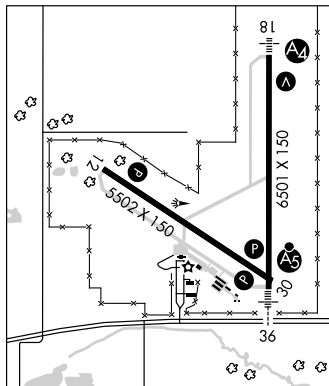
Ⓜ MINNEAPOLIS CENTER APP/DEP CON 127.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

(H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 353° 3.8 NM to fld. 1210/6E.

SURFF NDB (LOM) 348 MC N43°03.15' W93°19.66' 356° 6.3 NM to fld.

ILS 109.5 I-MCW Rwy 35. LOM SURFF NDB. ILS unmonitored.



**MATHEWS MEM** (See TIPTON)

**MERLE** N41°54.18' W93°39.53' NOTAM FILE FOD.

OMAHA

NDB (LOM) 362 EE 013° 5.6 NM to Ames Muni. Unmonitored.

## MILFORD

**FULLER** (4D8) 1 NW UTC-6(-5DT) N43°19.99' W95°09.54'

OMAHA

1439 FUEL 100LL NOTAM FILE FOD

L-12J

RWY 09-27: H2873X50 (ASPH) LIRL

IAP

RWY 09: Thld dsplcd 60'. Road. RWY 27: Thld dsplcd 360'. Tree.

RWY 18-36: 1990X100 (TURF)

RWY 18: Fence. RWY 36: Thld dsplcd 400'. Tree.

**AIRPORT REMARKS:** Unattended. For fuel call

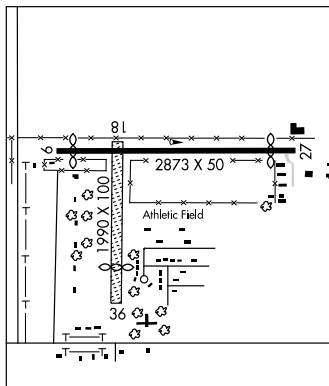
712-337-0247/336-2525—Police Dept. Rwy 09 and Rwy 27 thlds dsplcd ngt ops only. Rwy 27 is calm wind rwy. Rwy 18-36 marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 127.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

SPENCER (L) VORW/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 005° 10.4 NM to fld. 1330/5E.





LOC I-MCW <b>109.5</b>	APP CRS <b>355°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>1193</b> <b>1213</b>
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# ILS or LOC RWY 36

MASON CITY MUNI (MCW)

**NA** DME from MCW VORTAC.  
If local altimeter setting not received, use Charles City  
altimeter setting and increase all DA/MDA 100 feet.

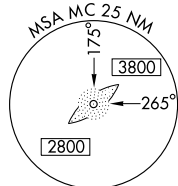
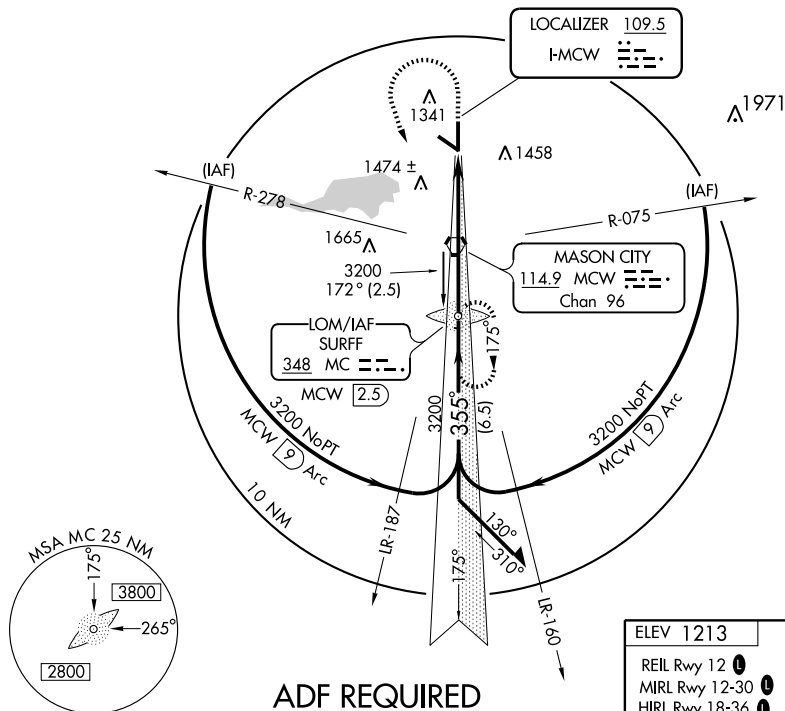


**MISSED APPROACH:** Climb to 2900, then climbing left  
turn to 3200 direct SURFF LOM and hold.

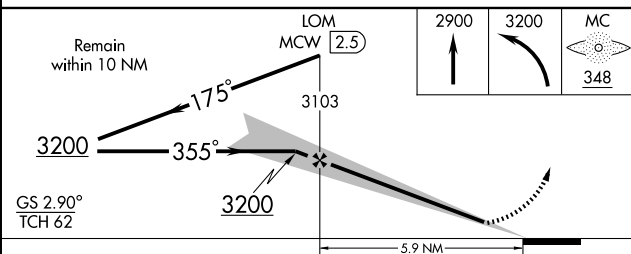
ASOS  
**120.3**

MINNEAPOLIS CENTER  
**127.3 380.2**

UNICOM  
**123.0 (CTAF)**



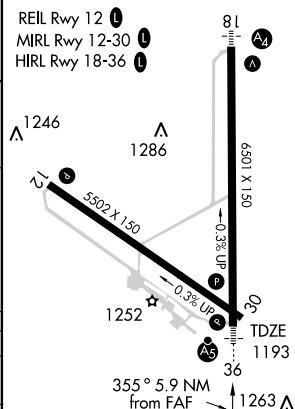
**ADF REQUIRED**



CATEGORY	A	B	C	D
S-ILS 36	1393-1/2 200 (200-1/2)			
S-LOC 36	1600-1/2 407 (400-1/2)		1600-3/4 407 (400-3/4)	
CIRCLING	1720-1 507 (600-1)		1760-1 547 (600-1 1/2)	
			1840-2 627 (700-2)	

ELEV 1213

REIL Rwy 12 **L**  
MIRL Rwy 12-30 **L**  
HIRL Rwy 18-36 **L**



FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

LOC I-MCW <b>109.5</b>	APP CRS <b>175°</b>	Rwy Idg TDZE Apt Elev	<b>6501</b> <b>1213</b> <b>1213</b>
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**LOC BC RWY 18**  
MASON CITY MUNI (MCW)

DME from MCW VORTAC. Simultaneous reception of I-MCW and MCW DME required.  
If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

MALS



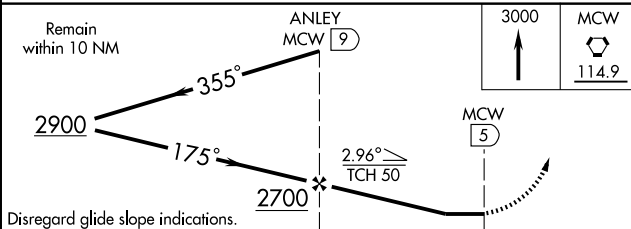
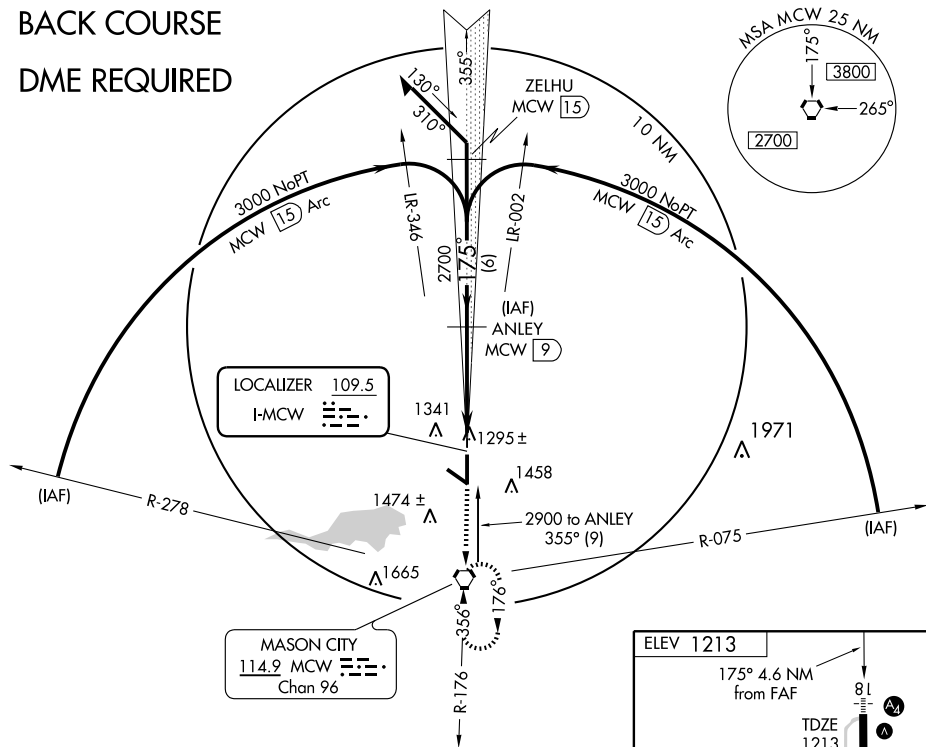
MISSED APPROACH: Climb to 3000 direct MCW VORTAC and hold.

ASOS  
**120.3**

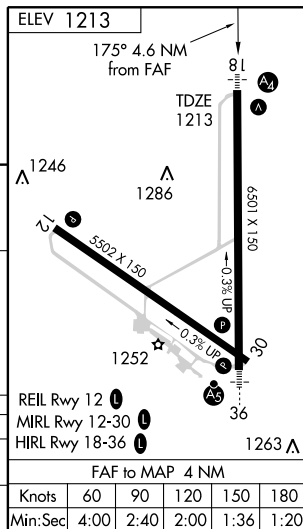
MINNEAPOLIS CENTER  
**127.3 380.2**

UNICOM  
**123.0 (CTAF) 0**

**BACK COURSE**  
**DME REQUIRED**



CATEGORY	A	B	C	D
S-18	1560-3/4	347 (400-3/4)		1560-1 1/4 347 (400-1 1/4)
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 1/2 547 (600-1 1/2)	1840-2 627 (700-2)



APP CRS **175°**  
Rwy Idg **6501**  
TDZE **1213**  
Apt Elev **1213**

# RNAV (GPS) RWY 18

MASON CITY MUNI (MCW)

**▲** Inoperative table does not apply to LNAV/VNAV.  
Baro-VNAV NA when using Charles City altimeter setting.  
If local altimeter setting not received, use Charles City altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA below -17°C (2°F).  
DME/DME RNP -0.3 NA. VDP NA when using Charles City altimeter setting.

MALS

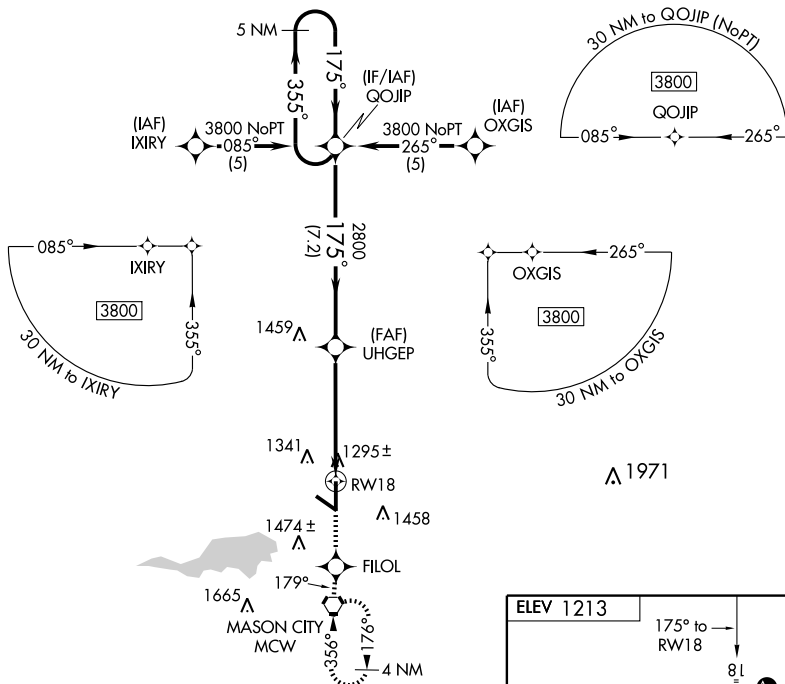


**MISSED APPROACH:** Climb to 3800 direct FLOL and via 179° track to MCW VORTAC and hold, continue climb-in-hold to 3800.

ASOS  
**120.3**

MINNEAPOLIS CENTER  
**127.3 380.2**

UNICOM  
**123.0 (CTAF) 0**



5 NM  
Holding Pattern

**3800**

GS 3.00°  
TCH 39

QOJIP

UHGEF

**3800**

FLOL

179°  
track

MCW

175°

179°

\*1 NM to RW18

\*LNAV only

2800

RW18

A

B

C

D

CATEGORY

LNAV/VNAV

DA

1628-1½ 415 (500-1½)

LNAV MDA

1560-¾ 347 (400-¾)

1560-1¼  
347 (400-1¼)

CIRCLING

1660-1½  
447 (500-1½)

1680-1½  
467 (500-1½)

1760-1½  
547 (600-1½)

1840-2  
627 (700-2)

ELEV 1213

175° to RW18

TDZE 1213

81

6501 X 150

0.3% UP

0.3% UP

30

1252

36

1263

REIL Rwy 12 0

MIRL Rwy 12-30 0

HIRL Rwy 18-36 0

APP CRS  
**300°**

Rwy Idg	<b>5502</b>
TDZE	<b>1195</b>
Apt Elev	<b>1213</b>

# RNAV (GPS) RWY 30

## MASON CITY MUNI (MCW)

MASON CITY MUNI (MCW)

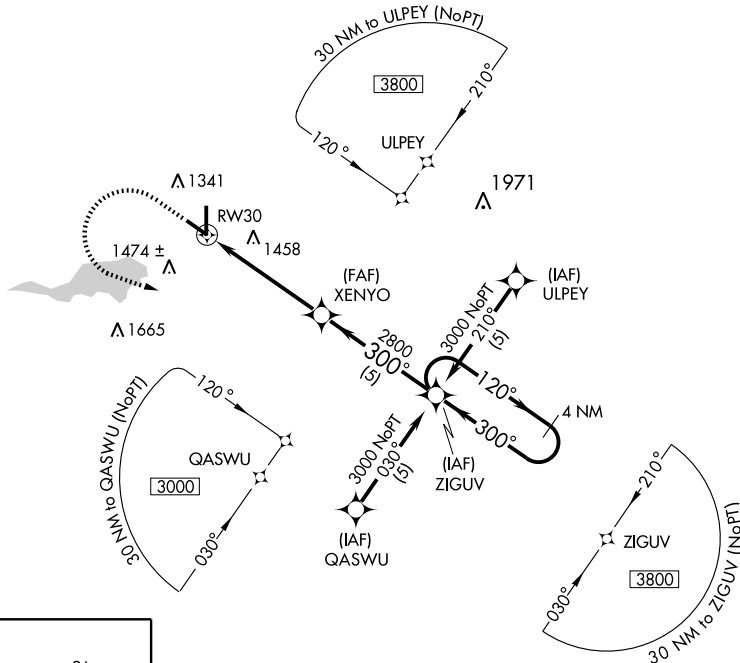
**A NA** If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2500, then climbing left turn to 3000 direct ZIGUV WP and hold.

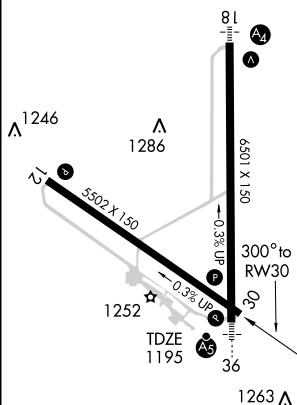
ASOS  
120.3

MINNEAPOLIS CENTER  
127.3 380.2

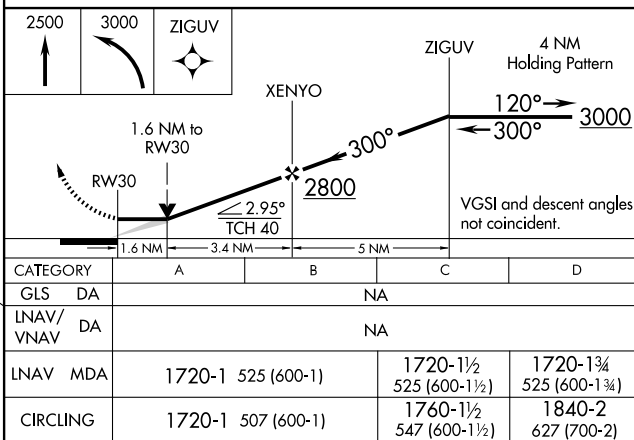
UNICOM  
123.0 (CTAF) **L**



ELEV 1213



REIL Rwy 12 **L**  
MIRL Rwy 12-30 **L**  
HIRL Rwy 18-36 **L**



MASON CITY, IOWA  
Orig-A 08213

43°09'N-93°20'W

MASON CITY MUNI (MCW)  
RNAV (GPS) RWY 30

NC-3. 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS <b>355°</b>	Rwy Idg TDZE <b>1193</b>	<b>6501</b>
	Apt Elev <b>1213</b>	

## RNAV (GPS) RWY 36

MASON CITY MUNI (MCW)

**NA** If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.  
Straight-in minimums NA when using Charles City altimeter setting.  
DME/DME RNP-0.3 NA.

MALSR

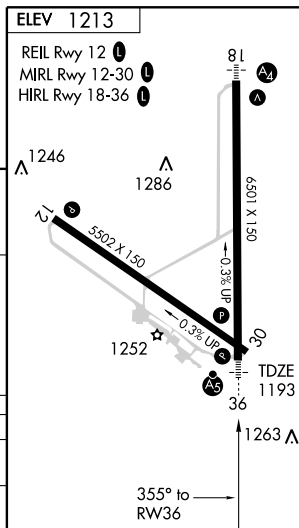
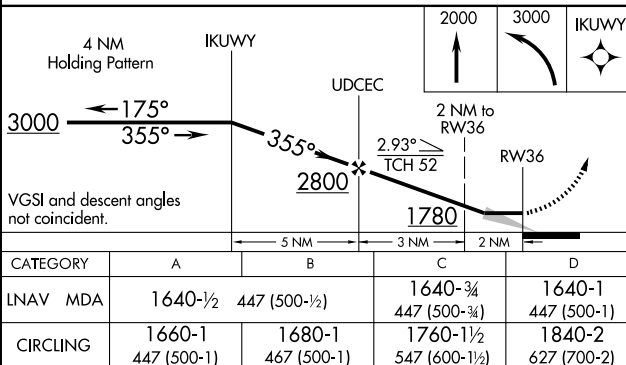
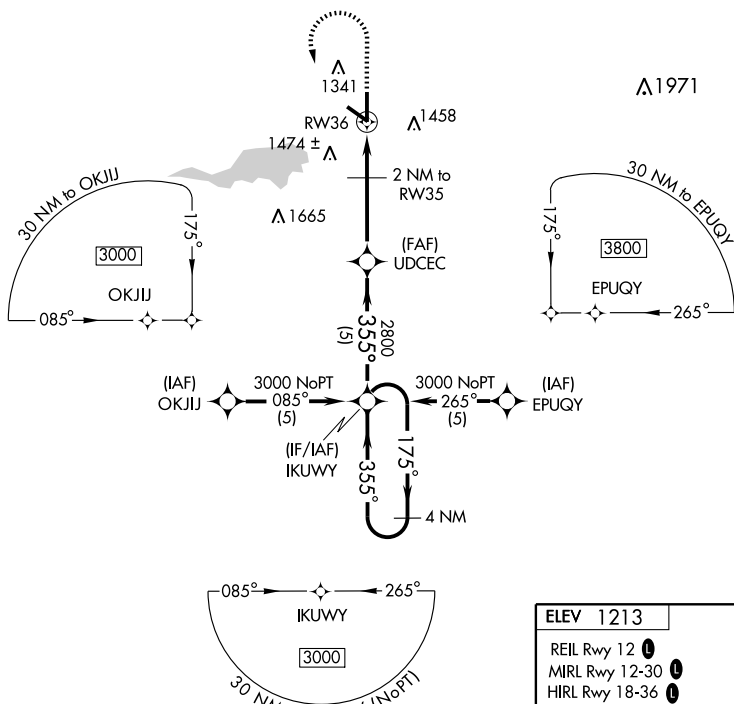


**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct IKUWY WP and hold.

ASOS  
**120.3**

MINNEAPOLIS CENTER  
**127.3 380.2**

UNICOM  
**123.0 (CTAF)**



VORTAC MCW  
**114.9**  
Chan **96**

APP CR  
175°

Rwy Idg	<b>6501</b>
TDZE	<b>1213</b>
Apt Elev	<b>1213</b>

VOR/DME RWY 18  
MASON CITY MUNI (MCW)

If local altimeter setting not received, use Charles City altimeter setting and increase all MDA 100 feet.

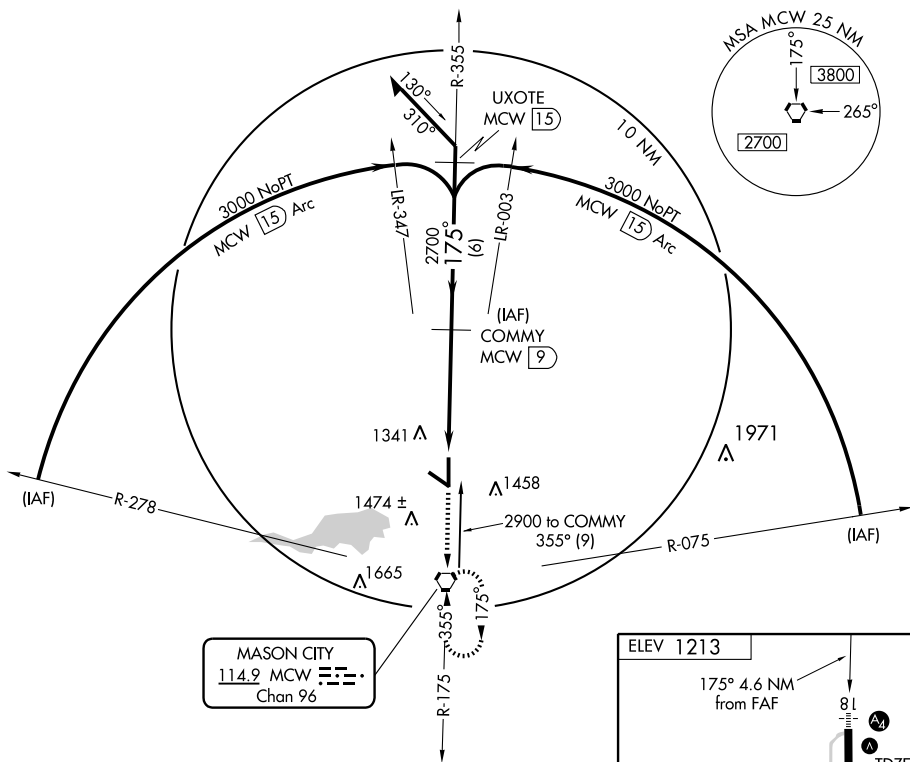
MALS  
A<sub>4</sub>

**MISSED APPROACH:** Climb to 3000 direct MCW VORTAC and hold.

ASOS  
120.3


MINNEAPOLIS CENTER  
127.3 380.2

UNICOM  
123.0 (CTAF) **L**



Remain  
within 10 NM

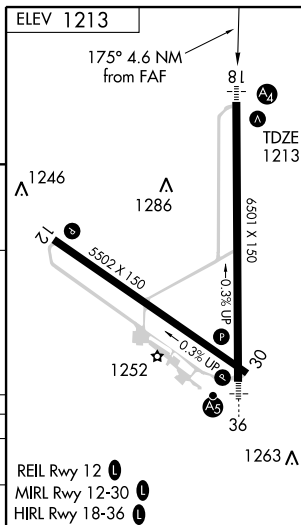
COMMY  
MCW 9

3000	MCW
↑	
	<u>114.9</u>

2700 ———  $175^\circ$  ——— 270

MCW  
5.5  
MCW  
4.4

CATEGORY	A	B	C	D
S-18	1600- <sup>3</sup> / <sub>4</sub> 387 (400- <sup>3</sup> / <sub>4</sub> )			1600-1 <sup>1</sup> / <sub>4</sub> 387 (400-1 <sup>1</sup> / <sub>4</sub> )
CIRCLING	1660-1 447 (500-1)	1680-1 467 (500-1)	1760-1 <sup>1</sup> / <sub>2</sub> 547 (600-1 <sup>1</sup> / <sub>2</sub> )	1840-2 627 (700-2)



MASON CITY, IOWA  
Amdt 4B 09071

43°09'N-93°20'W

MASON CITY MUNI (MCW)  
VOR/DME RWY 18

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010



**MASON CITY MUNI** (MCW) 5 W UTC-6(-5DT) N43°09.47' W93°19.88'

OMAHA

1213 B S4 FUEL 100LL, JET A TPA-2013(800) Class I, ARFF Index A NOTAM FILE MCW H-5D, L-12J

RWY 18-36: H6501X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 HIRL 0.3% up N IAP, AD

RWY 18: MALS. VASI(V4L)—GA 3.0° TCH 39'.

RWY 36: MALS. PAPI(P4L)—GA 2.9° TCH 62'.

RWY 12-30: H5502X150 (ASPH-GRVD) S-80, D-110, 2S-140, 2D-180 MIRL 0.3% up NW

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 39'. Tree.

RWY 30: PAPI(P4L)—GA 3.0° TCH 32'. Building.

**AIRPORT REMARKS:** Attended Mon-Fri 1030-0500Z, Sat

1100-0000Z, Sun 1600-0500Z. Arpt ops 641-430-0980. For svc or fuel after hrs PPR call 641-430-9898. Bird and deer activity on and in/ov arpt. CLOSED to air carrier ops with more than 30 passenger seats except 24 hrs PPR, call arpt manager 641-421-3397. Air carrier ops in excess of 15 minutes outside

scheduled arrival/departure times not authorized except with prior coordination with arpt manager. Acft ops 9 passenger seats or more not authorized in excess of 15 minutes before/after scheduled arrival/departure time without PPR, call 641-430-0980. All general aviation t/c remain clear of air carrier ramp during air carrier ops. Air carrier ramp defined by red line.

Rwy 30 is calm wind rwy. Due to rwy and twy end elevation differentials and acft height: pilots may lose line of sight of other acft on opposing rwy and twy ends. All departure/arrival acft use CTAF. ACTIVATE HIRL Rwy 18-36, MIRL Rwy 12-30, REIL Rwy 12, MALS Rwy 18, MALS Rwy 36 and VASI Rwy 18 and PAPI Rwy 12, Rwy 30 and Rwy 36—CTAF. PAPIs on during daylight hrs. Ldg fee for all commercial operated acft.

**WEATHER DATA SOURCES:** ASOS 120.3 (641) 357-8490.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

RCO 122.6 (FORT DODGE RADIO)

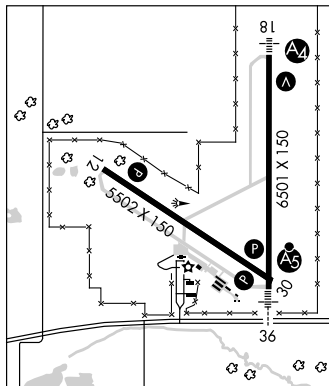
Ⓡ MINNEAPOLIS CENTER APP/DEP CON 127.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

(H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 353° 3.8 NM to fld. 1210/6E.

SURFF NDB (LOM) 348 MC N43°03.15' W93°19.66' 356° 6.3 NM to fld.

ILS 109.5 I-MCW Rwy 35. LOM SURFF NDB. ILS unmonitored.



**MATHEWS MEM** (See TIPTON)

**MERLE** N41°54.18' W93°39.53' NOTAM FILE FOD.

OMAHA

NDB (LOM) 362 EE 013° 5.6 NM to Ames Muni. Unmonitored.

## MILFORD

**FULLER** (4D8) 1 NW UTC-6(-5DT) N43°19.99' W95°09.54'

OMAHA

1439 FUEL 100LL NOTAM FILE FOD

L-12J

RWY 09-27: H2873X50 (ASPH) LIRL

IAP

RWY 09: Thld dsplcd 60'. Road. RWY 27: Thld dsplcd 360'. Tree.

RWY 18-36: 1990X100 (TURF)

RWY 18: Fence. RWY 36: Thld dsplcd 400'. Tree.

**AIRPORT REMARKS:** Unattended. For fuel call

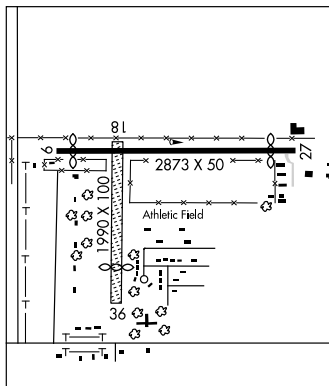
712-337-0247/336-2525—Police Dept. Rwy 09 and Rwy 27 thlds dsplcd ngt ops only. Rwy 27 is calm wind rwy. Rwy 18-36 marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

MINNEAPOLIS CENTER APP/DEP CON 127.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

SPENCER (L) VORV/DME 110.0 SPW Chan 37 N43°09.73' W95°12.06' 005° 10.4 NM to fld. 1330/5E.





VOR/DME SPW <b>110.0</b> Chan <b>37</b>	APP CRS <b>005°</b>	Rwy Idg TDZE Apt Elev <b>1439</b>	<b>N/A</b> <b>N/A</b>
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# VOR/DME or GPS-A

MILFORD/FULLER(4D8)

▼ Procedure not authorized at night. Use Spencer altimeter setting;  
If not received, procedure not authorized.

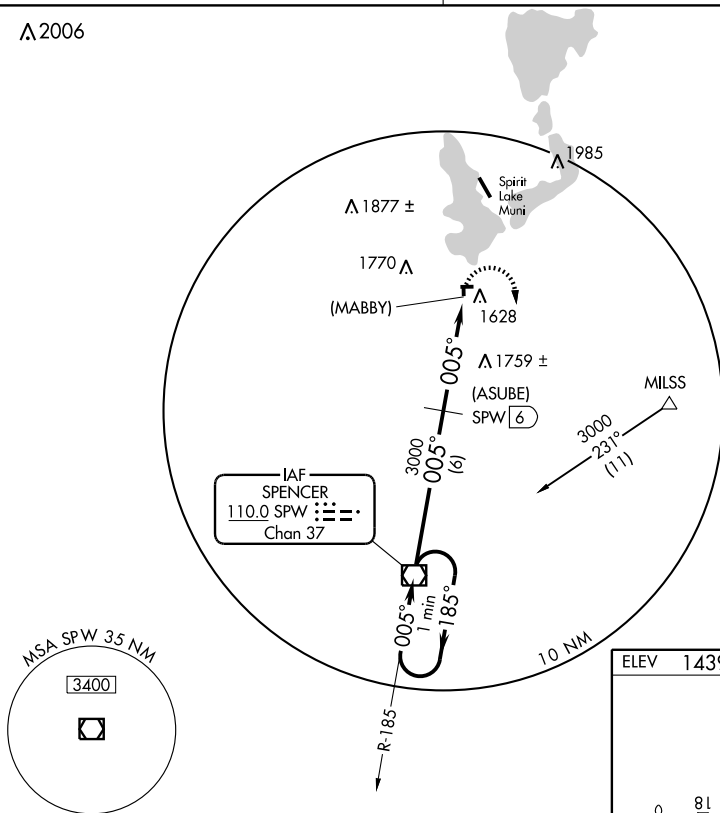
▲ NA

MISSED APPROACH: Climbing right turn to 3000  
direct SPW VOR/DME and hold.

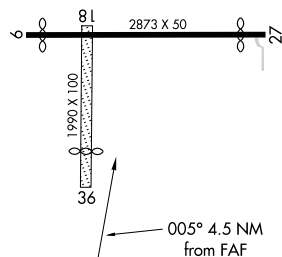
MINNEAPOLIS CENTER  
**127.75 257.7**

CTAF  
**122.9**

△ 2006

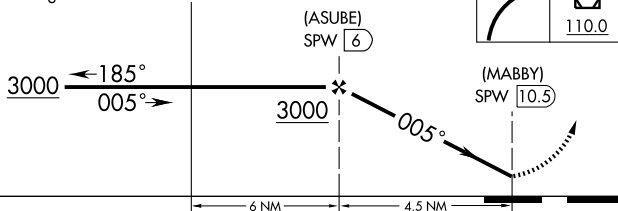


ELEV 1439



One Minute  
Holding Pattern

VOR/DME



CATEGORY	A	B	C	D
CIRCLING	2020-1	581 (600-1)	NA	

MILFORD, IOWA  
Orig-A 09071

43°20'N-95°10'W

MILFORD/FULLER(4D8)

# VOR/DME or GPS-A

**MONONA MUNI** (7C3) 3 SE UTC-6(-5DT) N43°01.98' W91°20.79'

CHICAGO

1147 **FUEL** 100LL, MOGAS NOTAM FILE FOD

**RWY 18-36:** 2650X120 (TURF) LIRL

**RWY 18:** Road.

**AIRPORT REMARKS:** Unattended. For fuel call 563-536-2851 or 563-539-2355. Arpt CLOSED Dec-Feb. No snow removal for conditions call 563-539-2355 or 563-536-2851. Rwy 18-36 marked with yellow cones on rwy ends and sides.

**COMMUNICATIONS:** CTAF 122.9

## MONTEZUMA

**SIG FLD** (7C5) 3 S UTC-6(-5DT) N41°32.90' W92°32.08'

CHICAGO

929 NOTAM FILE FOD

**RWY 18-36:** 2600X105 (TURF)

**RWY 18:** Thld dsplcd 400'. Pole.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 rwy ends and sides marked with yellow cones. Dsplcd thld marked with yellow cones-2 cones placed outboard of rwy edges and 400' from AER 18.

**COMMUNICATIONS:** CTAF 122.9

**MONTICELLO RGNL** (MXO) 2 SE UTC-6(-5DT) N42°13.22' W91°09.80'

CHICAGO

832 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MXO

**RWY 15-33:** H4400X75 (CONC) S-12.5 MIRL

**RWY 15:** REIL. PAPI(P2L). Road. **RWY 33:** REIL. PAPI(P2L). Trees.

**RWY 09-27:** 2316X90 (TURF) 0.4% up E

**RWY 27:** Road.

**AIRPORT REMARKS:** Attended 1330-0030Z†. For svc after hrs call 319-465-4901. Unattended all major holidays. 24 hr self svc fuel. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15-33-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (319) 465-6155.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **CEDAR RAPIDS APP/DEP CON** 134.05 (1100-0530Z†)

**CHICAGO CENTER APP/DEP CON** 132.8 (0530-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DBQ.

**DUBUQUE (H) VORTACW** 115.8 DBQ Chan 105 N42°24.09' W90°42.54' 238° 23.0 NM to fld. 1051/4E.

**MORNINGSTAR FLD** (See DES MOINES)

## MOUNT AYR

**JUDGE LEWIS FLD MT AYR MUNI** (1Y3) 2 SE UTC-6(-5DT) N40°42.33' W94°13.43'

OMAHA

1265 NOTAM FILE FOD

**RWY 17-35:** 2600X40 (GRVL-TRTD) LIRL (NSTD)

**RWY 17:** Tree.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 thresholds marked with yellow cones dsplcd thld and edges 60' from centerline. Rwy 17-35 NSTD LIRL, rwy lgts are 60' from centerline.

**COMMUNICATIONS:** CTAF 122.9

**MOUNT PLEASANT MUNI** (MPZ) 3 SE UTC-6(-5DT) N40°56.80' W91°30.66'

CHICAGO

730 B S2 **FUEL** 100LL, JET A OX 1,2 NOTAM FILE MPZ

L-27B

**RWY 15-33:** H4001X75 (ASPH) S-12, D-16 MIRL

IAP

**RWY 15:** PAPI(P2L)-GA 3.0° TCH 35'. Tree.

**Rwy 33:** REIL. PAPI(P2L)-GA 3.0° TCH 29°. Fence. Rgt tfc.

**RWY 03-21:** 1965X120 (TURF)

**RWY 03:** Tree. **RWY 21:** Fence.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun on call.

For arpt attendance on Sat-Sun call 1-800-711-6266. Rwy 03-21 corners and edges marked with yellow cones. MIRL Rwy 15-33 preset on low ints only. ACTIVATE REIL Rwy 33 only when MIRL ops-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (319) 385-4926.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**CHICAGO CENTER APP/DEP CON** 135.6

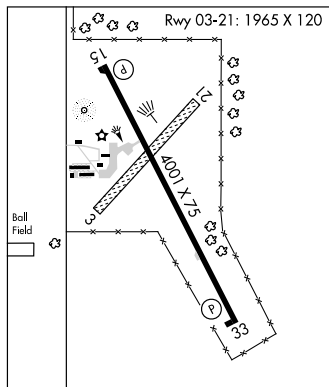
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

**BURLINGTON (L) VORTACW** 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 292° 29.8 NM to fld. 730/5E. **HIWAS.**

**NDB (MHW)** 212 MPZ N40°56.94' W91°30.91' at fld.

NOTAM FILE MPZ.



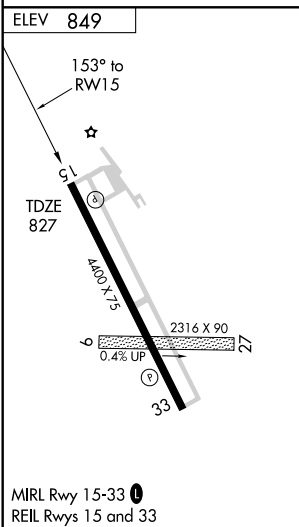
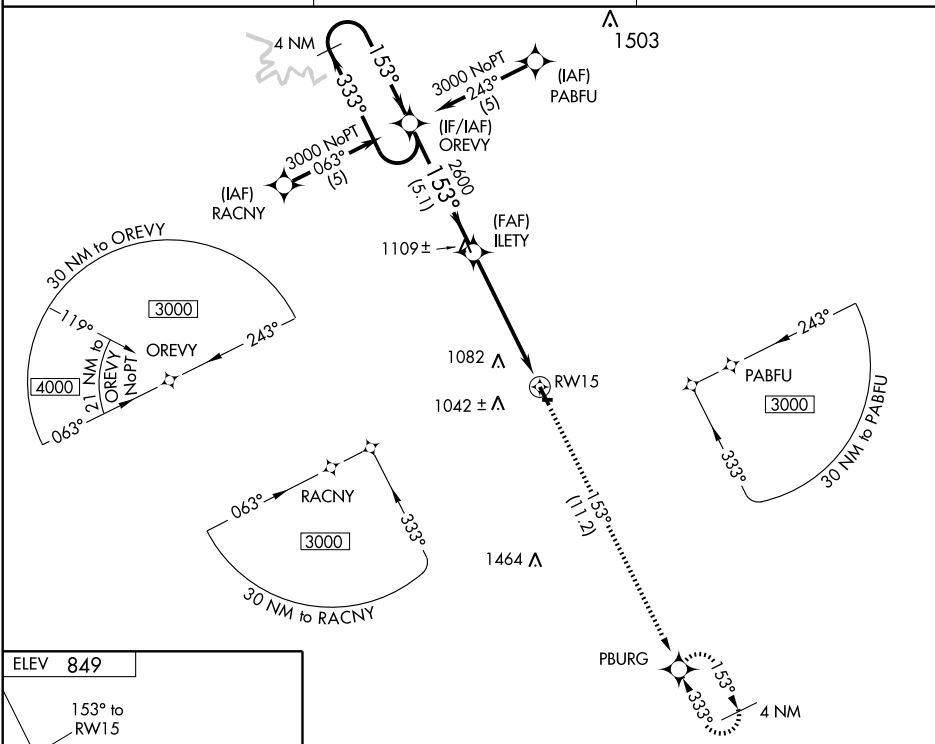
APP CRS <b>153°</b>	Rwy Idg <b>827</b>	<b>4400</b>
	Apt Elev <b>849</b>	


# RNAV (GPS) RWY 15

## MONTICELLO RGNL (MXO)

<b>NA</b> GPS or RNP -0.3 required. DME/DME RNP -0.3 NA. Baro-VNAV NA below -16°C (4°F)	MISSED APPROACH: Climb to 3000 via 153° course to PBURG WP and hold.
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AWOS-3 <b>119.275</b>	CEDAR RAPIDS APP CON ★ <b>134.05 266.8</b>	UNICOM <b>122.8 (CTAF) ①</b>
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<div>4 NM Holding Pattern</div> <div>OREVY</div> <div>3000 ← 333° 153° →</div> <div>GS 3.00° TCH 40</div> <div>ILETY</div> <div>2600</div> <div>*1.4 NM to RW15</div> <div>*LNAV only</div> <div>RW15</div> <div>5.1 NM</div> <div>4 NM</div> <div>1.4</div> <div>3000 ↑ 153° crs</div> <div>PBURG </div>				
CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1300-1¾ 473 (500-1¾)			NA
LNAV MDA	1320-1	493 (500-1)	1320-1¾ 493 (500-1¾)	NA
CIRCLING	1360-1¾ 511 (600-1¾)	1380-1¾ 531 (600-1¾)	1400-1¾ 551 (600-1¾)	NA

APP CRS  
**333°**

Rwy Idg **4400**  
TDZE **829**  
Apt Elev **849**

# RNAV (GPS) RWY 33

MONTICELLO RGNL (MXO)

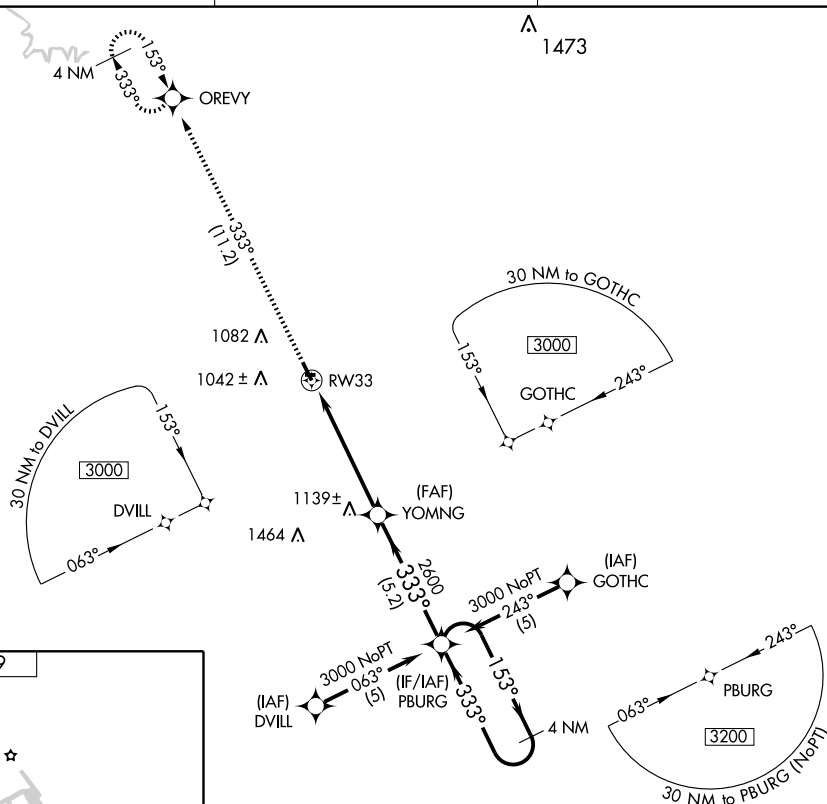
**NA** GPS or RNP -0.3 required.  
DME/DME RNP -0.3 NA.

MISSED APPROACH: Climb to 3000 via 333° course to OREVV WP and hold.

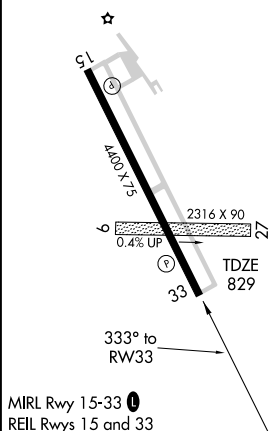
AWOS-3  
**119.275**

CEDAR RAPIDS APP CON ★  
**134.05 266.8**


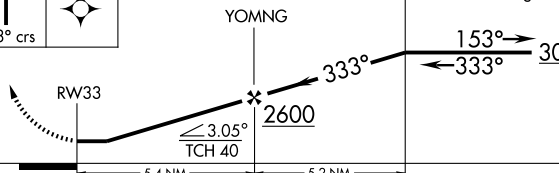
UNICOM  
**122.8 (CTAF) 0**



ELEV **849**



MIRL Rwy 15-33 0  
REIL Rwys 15 and 33

<div><div>3000 ↑ 333° crs</div><div>OREVY </div></div>		<div><div>YOMNG * 2600 ≤ 3.05° TCH 40</div><div>PBURG 4 NM Holding Pattern</div></div>		
				
CATEGORY	A	B	C	D
LNAV MDA	1340-1	511 (500-1)	1340-1½ 511 (500-1½)	NA
CIRCLING	1360-1 511 (600-1)	1380-1 531 (600-1)	1400-1½ 551 (600-1½)	NA

**MONONA MUNI** (7C3) 3 SE UTC-6(-5DT) N43°01.98' W91°20.79'

CHICAGO

1147 **FUEL** 100LL, MOGAS NOTAM FILE FOD

**RWY 18-36:** 2650X120 (TURF) LIRL

**RWY 18:** Road.

**AIRPORT REMARKS:** Unattended. For fuel call 563-536-2851 or 563-539-2355. Arpt CLOSED Dec-Feb. No snow removal for conditions call 563-539-2355 or 563-536-2851. Rwy 18-36 marked with yellow cones on rwy ends and sides.

**COMMUNICATIONS:** CTAF 122.9

## MONTEZUMA

**SIG FLD** (7C5) 3 S UTC-6(-5DT) N41°32.90' W92°32.08'

CHICAGO

929 NOTAM FILE FOD

**RWY 18-36:** 2600X105 (TURF)

**RWY 18:** Thld dsplcd 400'. Pole.

**AIRPORT REMARKS:** Unattended. Rwy 18-36 rwy ends and sides marked with yellow cones. Dsplcd thld marked with yellow cones-2 cones placed outboard of rwy edges and 400' from AER 18.

**COMMUNICATIONS:** CTAF 122.9

**MONTICELLO RGNL** (MXO) 2 SE UTC-6(-5DT) N42°13.22' W91°09.80'

CHICAGO

832 B S4 **FUEL** 100LL, JET A OX 2 NOTAM FILE MXO

**RWY 15-33:** H4400X75 (CONC) S-12.5 MIRL

**RWY 15:** REIL. PAPI(P2L). Road. **RWY 33:** REIL. PAPI(P2L). Trees.

**RWY 09-27:** 2316X90 (TURF) 0.4% up E

**RWY 27:** Road.

**AIRPORT REMARKS:** Attended 1330-0030Z†. For svc after hrs call 319-465-4901. Unattended all major holidays. 24 hr self svc fuel. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15-33-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (319) 465-6155.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **CEDAR RAPIDS APP/DEP CON** 134.05 (1100-0530Z†)

**CHICAGO CENTER APP/DEP CON** 132.8 (0530-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DBQ.

**DUBUQUE (H) VORTACW** 115.8 DBQ Chan 105 N42°24.09' W90°42.54' 238° 23.0 NM to fld. 1051/4E.

**MORNINGSTAR FLD** (See DES MOINES)

## MOUNT AYR

**JUDGE LEWIS FLD MT AYR MUNI** (1Y3) 2 SE UTC-6(-5DT) N40°42.33' W94°13.43'

OMAHA

1265 NOTAM FILE FOD

**RWY 17-35:** 2600X40 (GRVL-TRTD) LIRL (NSTD)

**RWY 17:** Tree.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 thresholds marked with yellow cones dsplcd thld and edges 60' from centerline. Rwy 17-35 NSTD LIRL, rwy lgts are 60' from centerline.

**COMMUNICATIONS:** CTAF 122.9

**MOUNT PLEASANT MUNI** (MPZ) 3 SE UTC-6(-5DT) N40°56.80' W91°30.66'

CHICAGO

730 B S2 **FUEL** 100LL, JET A OX 1,2 NOTAM FILE MPZ

**RWY 15-33:** H4001X75 (ASPH) S-12, D-16 MIRL

**RWY 15:** PAPI(P2L)-GA 3.0° TCH 35'. Tree.

**Rwy 33:** REIL. PAPI(P2L)-GA 3.0° TCH 29°. Fence. Rgt tfc.

**RWY 03-21:** 1965X120 (TURF)

**RWY 03:** Tree. **RWY 21:** Fence.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun on call.

For arpt attendance on Sat-Sun call 1-800-711-6266. Rwy

03-21 corners and edges marked with yellow cones. MIRL Rwy

15-33 preset on low ints only. ACTIVATE REIL Rwy 33 only when

MIRL ops-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.325 (319) 385-4926.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

**CHICAGO CENTER APP/DEP CON** 135.6

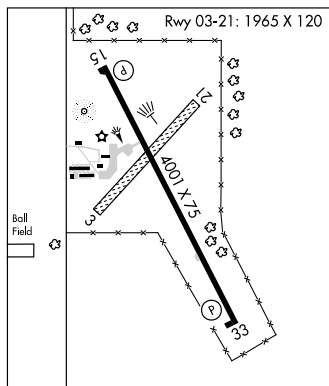
**RADIO AIDS TO NAVIGATION:** NOTAM FILE BRL.

**BURLINGTON (L) VORTACW** 111.4 BRL Chan 51 N40°43.40'

W90°55.55' 292° 29.8 NM to fld. 730/5E. **HIWAS.**

**NDB (MHW)** 212 MPZ N40°56.94' W91°30.91' at fld.

NOTAM FILE MPZ.



## NDB or GPS RWY 33

MOUNT PLEASANT MUNI (MPZ)

NDB MPZ <b>212</b>	APP CRS <b>325°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>734</b> <b>734</b>
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▼ Use Burlington altimeter setting.

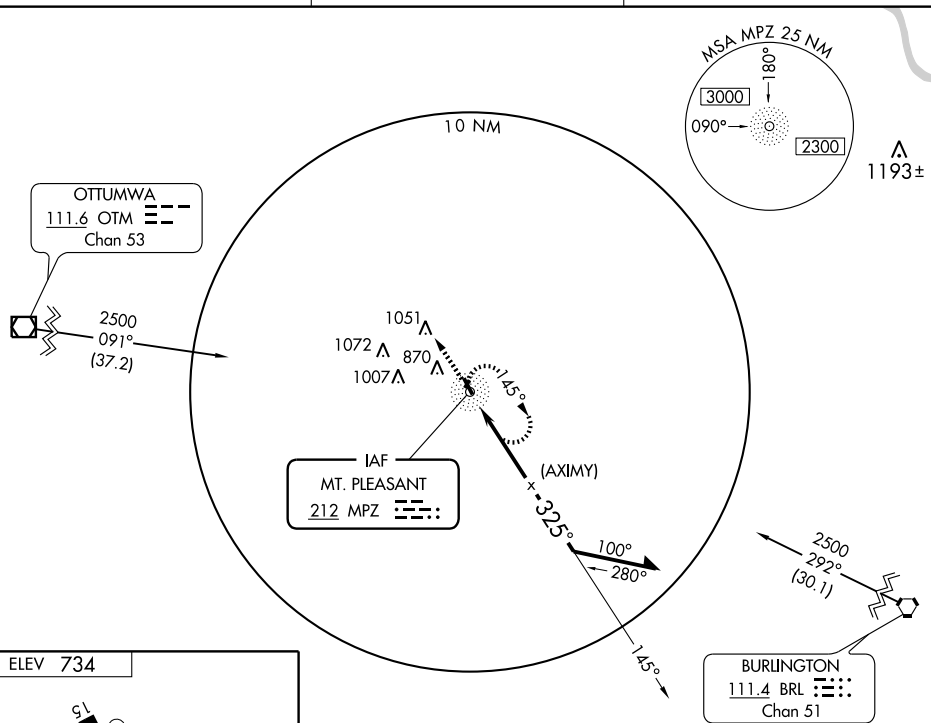
▲ NA

MISSED APPROACH: Climb to 2300 then direct MPZ NDB and hold.

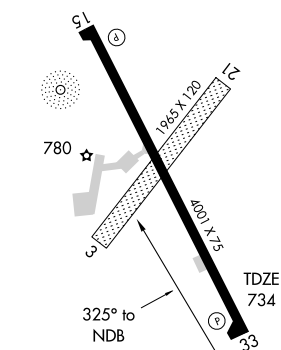
AWOS-3  
**119.325**

CHICAGO CENTER  
**135.6 316.1**

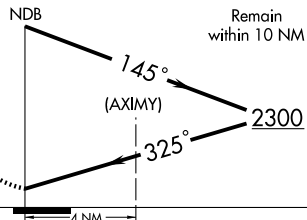
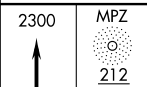
UNICOM  
**123.05** (CTAF) **0**



ELEV 734



REIL Rwy 33 **0**  
MIRL Rwy 15-33



CATEGORY	A	B	C	D
S-33	1340-1	606 (700-1)	1340-1¾ 606 (700-1¾)	NA
CIRCLING	1340-1 606 (700-1)	1420-1 686 (700-1)	1420-2 686 (700-2)	NA

MOUNT PLEASANT, IOWA

Amdt 5 09071

40°57'N - 91°31'W

MOUNT PLEASANT MUNI (MPZ)

NDB or GPS RWY 33

**MUSCATINE MUNI** (MUT) 5 SW UTC-6(-5DT) N41°22.07' W91°08.89'

CHICAGO

547 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE MUT

H-5D, L-27B

RWY 06-24: H5500X100 (CONC-GRVD) S-28 MIRL

IAP

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 24: MALSR. PAPI (P4R)—GA 3.0° TCH 52'.

RWY 12-30: H4000X75 (CONC-GRVD) MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For attendant after hours call 563-263-8672, arpt unattended Thanksgiving, Christmas, New Years Day and Easter. Glider ops on arpt. MIRL Rwy 06-24 and Rwy 12-30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 06, MALSR Rwy 24, PAPI Rwy 24, Rwy 12 and Rwy 30, REIL Rwy 06, Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.775 (563) 263-0902.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **QUAD CITY APP/DEP CON** 118.2 (1130-0430Z†)Ⓡ **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)

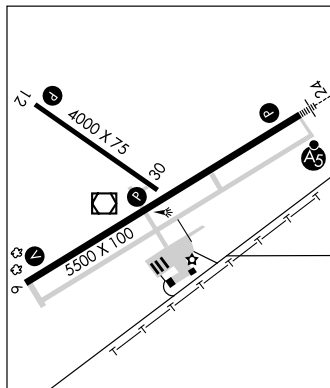
CLNC DEL 124.25

**AIRSPACE:** CLASS E svc 1100-0500Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MUT.

PORT CITY (L) VORW/DME 116.5 DDD Chan 112 N41°21.98'

W91°08.94' at fld. 540/1E.

ILS/DME 109.15 I-LUC Chan 28(Y) Rwy 24 Class IE ILS unmonitored.

**NEW HAMPTON MUNI** (1Y5) 2 NW UTC-6(-5DT) N43°05.23' W92°20.59'

CHICAGO

1173 NOTAM FILE FOD

RWY 17-35: H2900X75 (ASPH) S-16

RWY 17: Tree. RWY 35: Road.

RWY 04-22: 2300X105 (TURF)

RWY 04: Pole. RWY 22: Road.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED for night ops. Parachute Jumping. Radio controlled acft ops in area.

Rwy 04-22 thld and edges marked with yellow cones. Rwy 17 is calm wind rwy.

**COMMUNICATIONS:** CTAF 122.9**NEWTON MUNI** (TNU) 2 SE UTC-6(-5DT) N41°40.47' W93°01.30'

OMAHA

953 B S4 FUEL 100LL, JET A NOTAM FILE TNU

H-5D, L-12J

RWY 14-32: H5599X100 (ASPH) S-22, D-30 MIRL

IAP

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z†, Sat-Sun 1400-2300Z†, after hrs only call 641-791-0590. Rwy 14 is calm wind rwy. Rwy 32 VASI unusable byd 9° left of course. MIRL Rwy 14-32 preset low ints, to increase ints and ACTIVATE VASI Rwy 14 and Rwy 32, REIL Rwy 14 and MALSR Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.275 (641) 791-3302.**COMMUNICATIONS:** CTAF/UNICOM 122.8

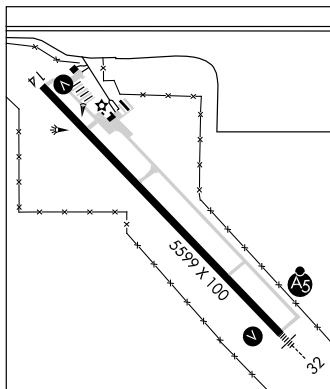
RCO 122.1R 112.5T (FORT DODGE RADIO)

Ⓡ **DES MOINES APP/DEP CON** 123.9 CLNC DEL 126.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

(L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54'

146° 7.6 NM to fld. 980/3E.

ILS 109.7 I-MGX Rwy 32. Class IB. ILS unmonitored.



LOC/DME I-LUC  
**109.15**  
Chan **28(Y)**

APP CRS  
**240°**

Rwy Idg **5500**  
TDZE **545**  
Apt Elev **547**

# ILS or LOC RWY 24

## MUSCATINE MUNI (MUT)

When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DA/MDA 80 feet, increase S-LOC 24 and Circling Cat C and D visibility ¼ mile. For inoperative MALS when using Iowa City Muni altimeter setting, increase S-ILS visibility to 1 mile all Cats. VDP NA with Iowa City Muni altimeter setting.



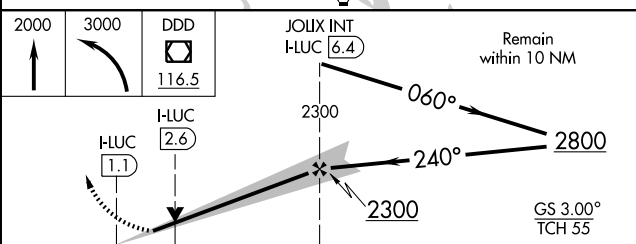
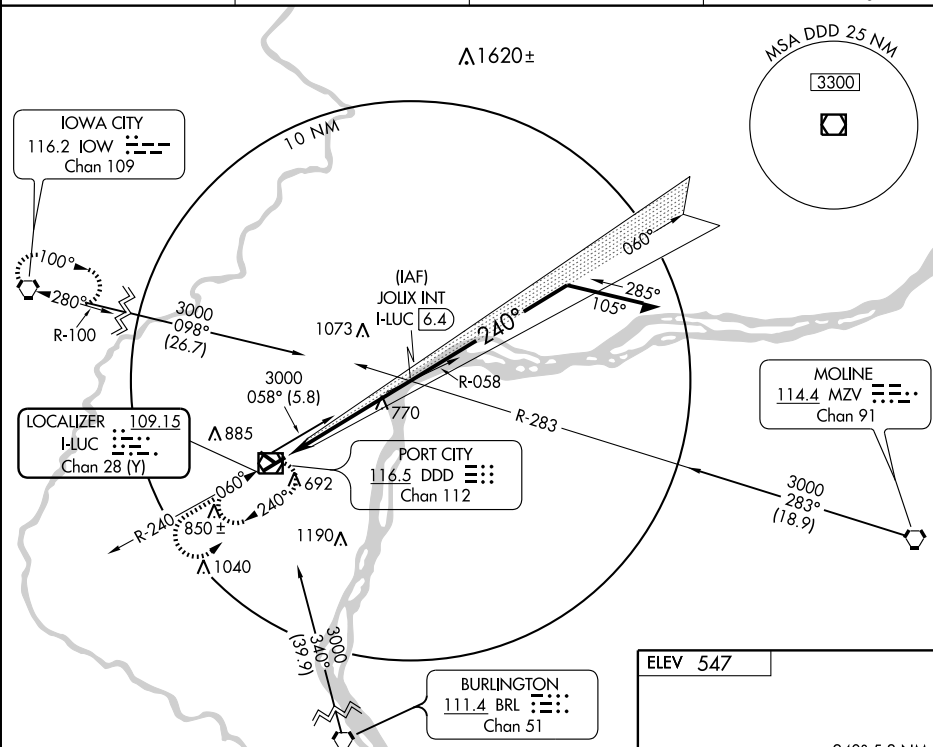
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct DDD VOR/DME and hold.

AWOS-3  
**119.775**

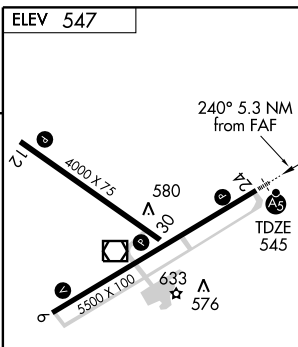
QUAD CITY APP CON\*  
**118.2 257.8**

CLNC DEL  
**124.25**

UNICOM  
**122.7 (CTAF)**



CATEGORY	A	B	C	D
S-ILS 24	745-½ 200 (200-½)			
S-LOC 24	1080-½ 535 (600-½)		1080-1 535 (600-1)	1080-1¼ 535 (600-1¼)
CIRCLING	1080-1 533 (600-1)	1160-1 613 (700-1)	1200-1¼ 653 (700-1¼)	1200-2 653 (700-2)



REIL Rwy 6, 12, and 30 **L**

MIRL Rwy 6-24 and 12-30 **L**

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



WAAS CH <b>53701</b> <b>W06A</b>	APP CRS <b>059°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>547</b> <b>547</b>
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# RNAV (GPS) RWY 6

## MUSCATINE MUNI (MUT)

**▼** DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).  
 If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.  
 Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

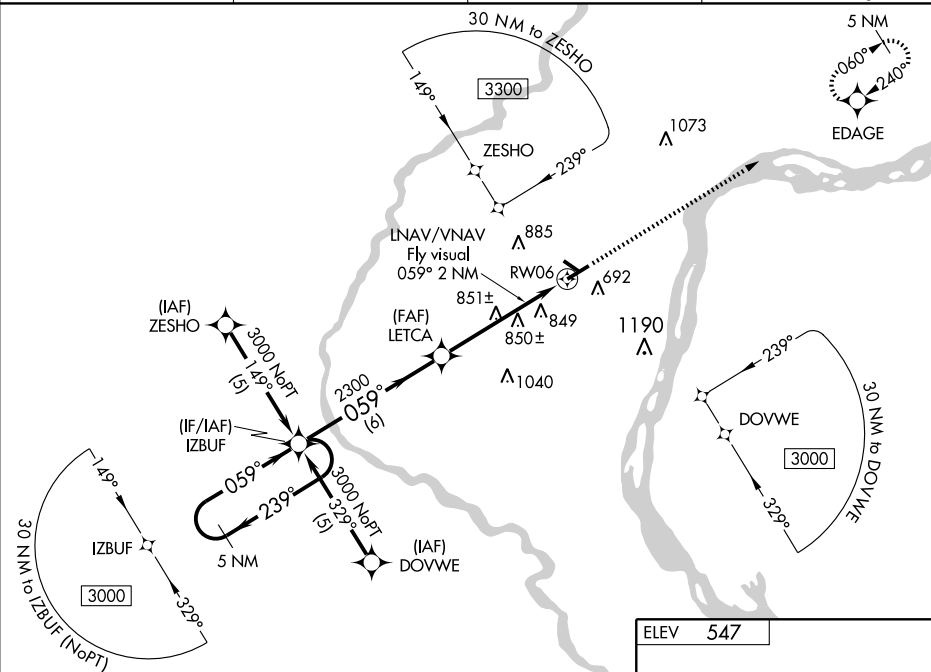
MISSED APPROACH: Climb to 3000 direct EDAGE and hold.

AWOS-3  
**119.775**

QUAD CITY APP CON ★  
**118.2 257.8**

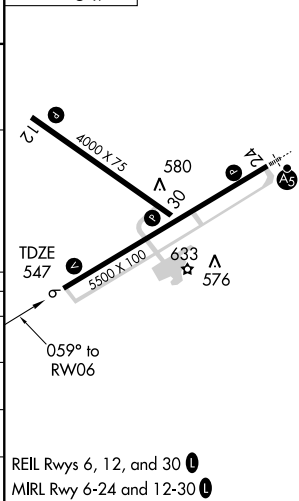
CLNC DEL  
**124.25**

UNICOM  
**122.7 (CTAF)** **0**



5 NM Holding Pattern		IZBUF		VGSI and RNAV glidepath not coincident.		3000 ↑		EDAGE ✦	
3000		← 239° 059° →		059°		LETCA		INAV/VNAV Fly visual 059° 2 NM	
GS 3.00° TCH 45				2300		*1.7 NM to RW06		RW06	
		6 NM		*INAV only		3.6 NM		1.7 NM	
CATEGORY	A		B		C		D		
LPV DA	1076-2 529 (600-2)								
INAV/VNAV DA	1232-2 685 (700-2)							1232-2¼ 685 (700-2¼)	
INAV MDA	1120-1 573 (600-1)				1120-1½ 573 (600-1½)		1120-1¾ 573 (600-1¾)		
CIRCLING	1120-2½ 573 (600-2½)		1160-2½ 613 (700-2½)		1200-2½		653 (700-2½)		

ELEV **547**



WAAS CH <b>99701</b> <b>W24A</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>545</b> <b>547</b>
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# RNAV (GPS) RWY 24

## MUSCATINE MUNI (MUT)

**▼** DME/DME RNP-0.3 NA.  
**▲** For inoperative MALSR, increase LPV all Cats. visibility to 1, LNAV Cat. D visibility to 1¼.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F).  
 If local altimeter setting not received, use Iowa City Muni altimeter setting and increase all DAs/MDAs 80 feet.  
 Baro-VNAV and VDP NA when using Iowa City Muni altimeter setting.

MALSR



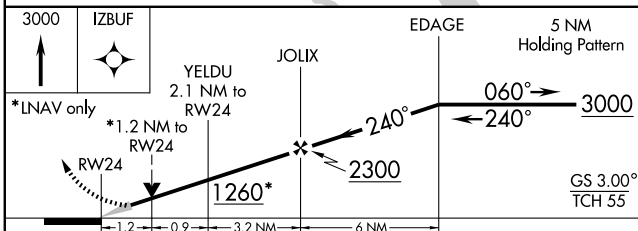
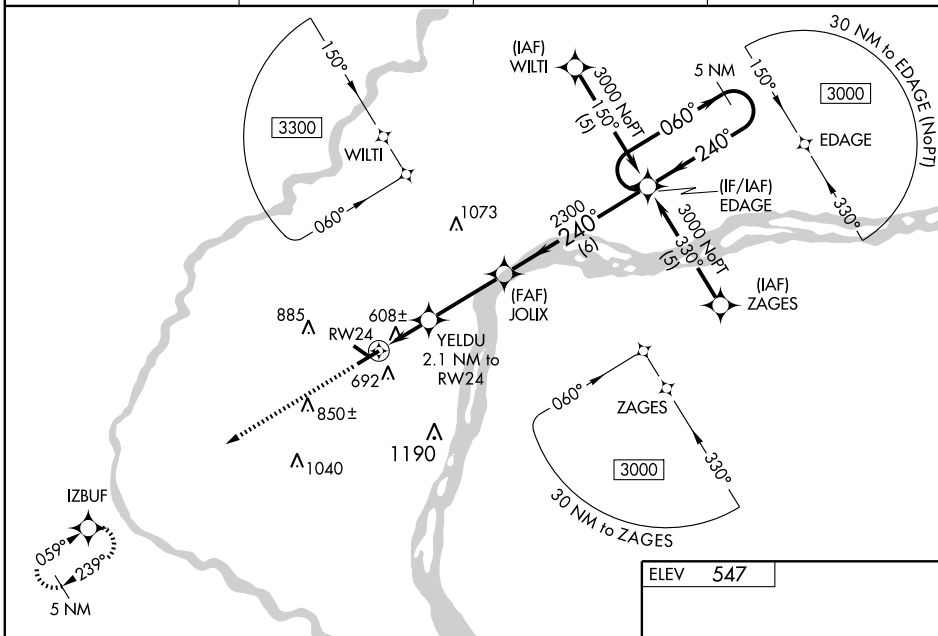
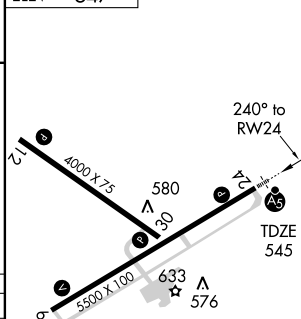
MISSED APPROACH: Climb to 3000 direct IZBUF and hold.

AWOS-3  
**119.775**

QUAD CITY APP CON ★  
**118.2 257.8**

CINC DEL  
**124.25**

UNICOM  
**122.7** (CTAF) **1**

ELEV **547**

CATEGORY	A	B	C	D
LPV DA	812-½		267 (300-½)	
LNAV/VNAV DA	874-¾		329 (400-¾)	
LNAV MDA	960-½	415 (500-½)	960-¾	960-1
			415 (500-¾)	415 (500-1)
CIRCLING	1000-1¼	1160-1¼	1200-1¾	1200-2
	453 (500-1¼)	613 (700-1¼)	653 (700-1¾)	653 (700-2)

REIL Rwy 6, 12, and 30 **1**  
 MRL Rwy 6-24 and 12-30 **1**

MUSCATINE, IOWA

Orig 08101

41°22'N-91°09'W

# MUSCATINE MUNI (MUT)

## RNAV (GPS) RWY 24

VOR/DME DDD <b>116.5</b> Chan <b>112</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev <b>5500</b> <b>547</b> <b>547</b>
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# VOR RWY 6

## MUSCATINE MUNI (MUT)

**⚠** When local altimeter setting not received, use Iowa City Muni altimeter setting and increase all MDA 80 feet, increase S-6 and Circling Cat C and D visibility  $\frac{1}{4}$  mile. DME minimums: increase S-6 Cat C and D visibility  $\frac{1}{2}$  mile and Circling Cat C and D  $\frac{1}{4}$  mile. VDP NA when using Iowa City Muni altimeter setting.

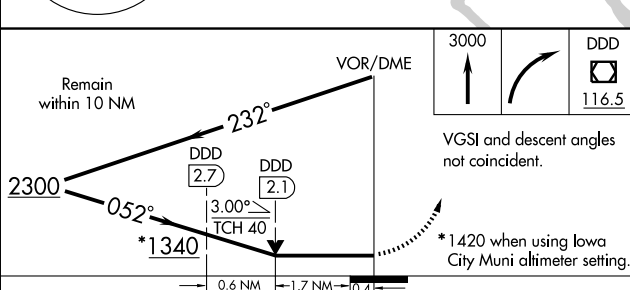
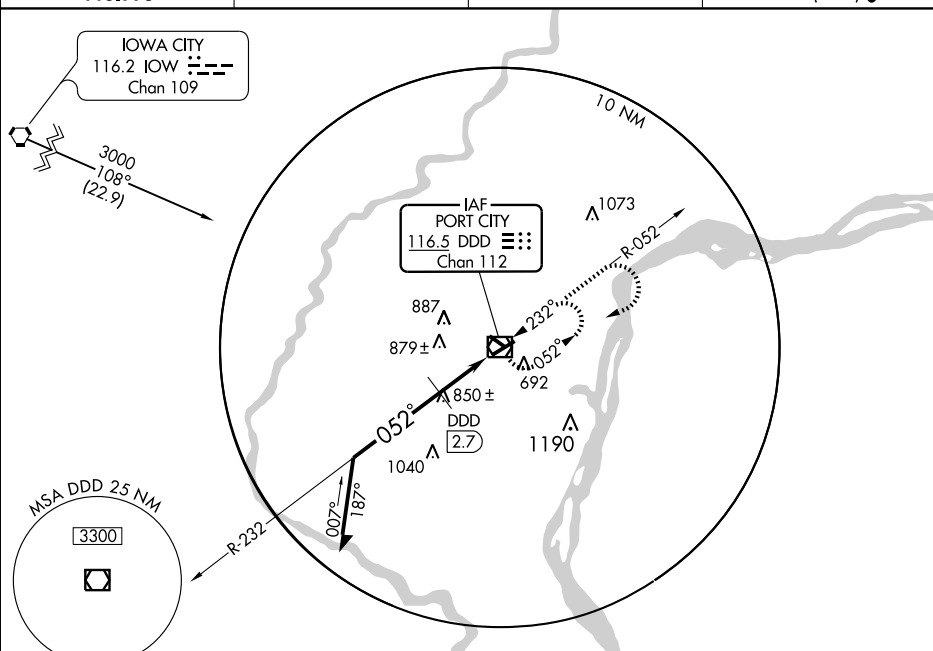
**MISSED APPROACH:** Climb to 3000, then right turn direct DDD VOR/DME and hold.

AWOS-3  
**119.775**

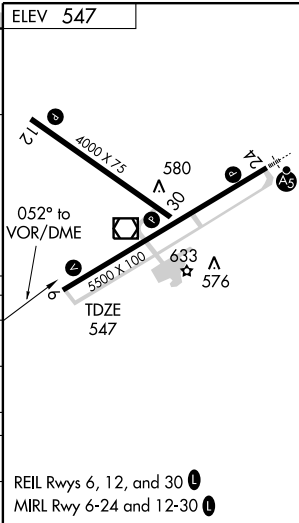
QUAD CITY APP CON ★  
**118.2 257.8**

CLNC DEL  
**124.25**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
S-6	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
CIRCLING	1340-1 793 (800-1)	1340-1¼ 793 (800-1¼)	1340-2¼ 793 (800-2¼)	1340-2½ 793 (800-2½)
DME MINIMUMS				
S-6	1140-1 593 (600-1)	1140-1½ 593 (600-1½)	1140-1¾ 593 (600-1¾)	1140-2 593 (600-2)
CIRCLING	1140-1 593 (600-1)	1200-1¾ 653 (700-1¾)	1200-2 653 (700-2)	1200-2 653 (700-2)



**MUSCATINE MUNI** (MUT) 5 SW UTC-6(-5DT) N41°22.07' W91°08.89'

CHICAGO

547 B S2 FUEL 100LL, JET A, MOGAS NOTAM FILE MUT

H-5D, L-27B

RWY 06-24: H5500X100 (CONC-GRVD) S-28 MIRL

IAP

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 34'.

RWY 24: MALSR. PAPI (P4R)—GA 3.0° TCH 52'.

RWY 12-30: H4000X75 (CONC-GRVD) MIRL

RWY 12: REIL. PAPI(P4L)—GA 3.0° TCH 44'.

RWY 30: REIL. PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended 1300-0000Z†. For attendant after hours call 563-263-8672, arpt unattended Thanksgiving, Christmas, New Years Day and Easter. Glider ops on arpt. MIRL Rwy 06-24 and Rwy 12-30 preset on low ints, to increase ints and ACTIVATE VASI Rwy 06, MALSR Rwy 24, PAPI Rwy 24, Rwy 12 and Rwy 30, REIL Rwy 06, Rwy 12 and Rwy 30—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.775 (563) 263-0902.**COMMUNICATIONS:** CTAF/UNICOM 122.7① **QUAD CITY APP/DEP CON** 118.2 (1130-0430Z†)① **CHICAGO CENTER APP/DEP CON** 118.75 (0430-1130Z†)

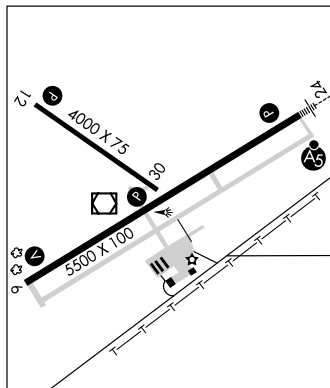
CLNC DEL 124.25

**AIRSPACE:** CLASS E svc 1100-0500Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MUT.

PORT CITY (L) VORW/DME 116.5 DDD Chan 112 N41°21.98'

W91°08.94' at fld. 540/1E.

ILS/DME 109.15 I-LUC Chan 28(Y) Rwy 24 Class IE ILS unmonitored.

**NEW HAMPTON MUNI** (1Y5) 2 NW UTC-6(-5DT) N43°05.23' W92°20.59'

CHICAGO

1173 NOTAM FILE FOD

RWY 17-35: H2900X75 (ASPH) S-16

RWY 17: Tree. RWY 35: Road.

RWY 04-22: 2300X105 (TURF)

RWY 04: Pole. RWY 22: Road.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED for night ops. Parachute Jumping. Radio controlled acft ops in area.

Rwy 04-22 thld and edges marked with yellow cones. Rwy 17 is calm wind rwy.

**COMMUNICATIONS:** CTAF 122.9**NEWTON MUNI** (TNU) 2 SE UTC-6(-5DT) N41°40.47' W93°01.30'

OMAHA

953 B S4 FUEL 100LL, JET A NOTAM FILE TNU

H-5D, L-12J

RWY 14-32: H5599X100 (ASPH) S-22, D-30 MIRL

IAP

RWY 14: REIL. VASI(V4L)—GA 3.0° TCH 39'. Road.

RWY 32: MALSR. VASI(V4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z†, Sat-Sun 1400-2300Z†, after hrs only call 641-791-0590. Rwy 14 is calm wind rwy. Rwy 32 VASI unusable byd 9° left of course. MIRL Rwy 14-32 preset low ints, to increase ints and ACTIVATE VASI Rwy 14 and Rwy 32, REIL Rwy 14 and MALSR Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.275 (641) 791-3302.**COMMUNICATIONS:** CTAF/UNICOM 122.8

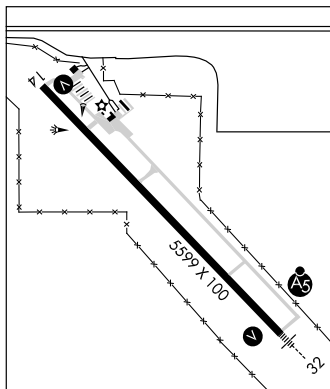
RCO 122.1R 112.5T (FORT DODGE RADIO)

① **DES MOINES APP/DEP CON** 123.9 CLNC DEL 126.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

(L) VOR/DME 112.5 TNU Chan 72 N41°47.03' W93°06.54'

146° 7.6 NM to fld. 980/3E.

ILS 109.7 I-MGX Rwy 32. Class IB. ILS unmonitored.



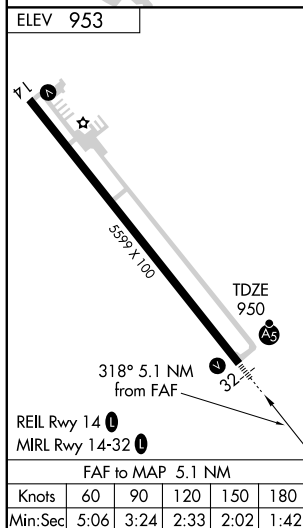
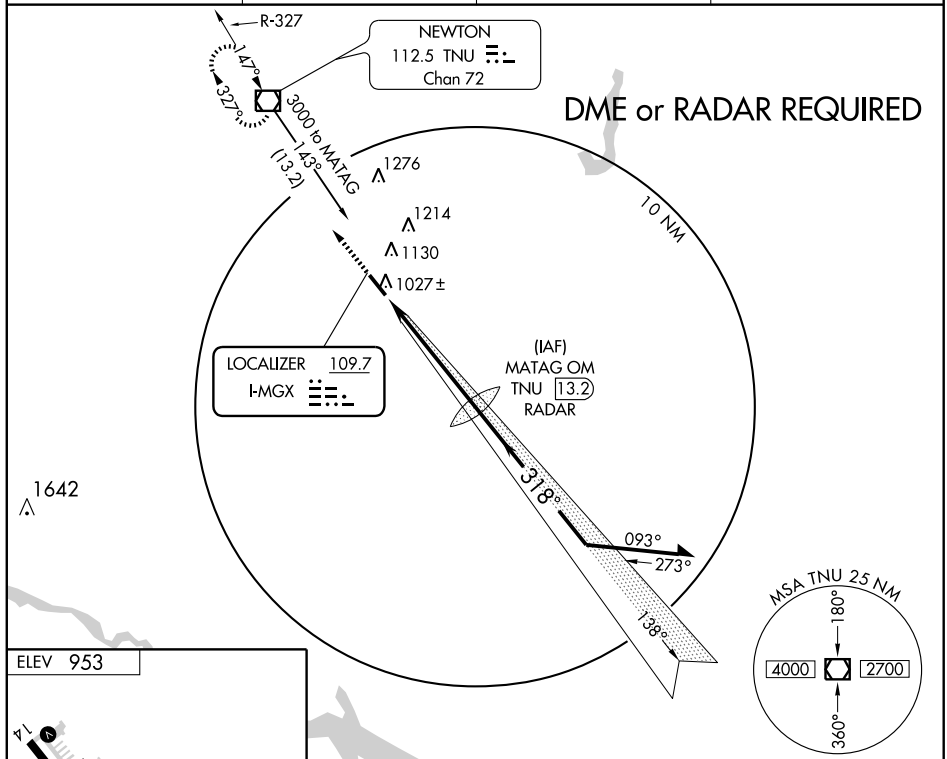
# ILS or LOC RWY 32

NEWTON MUNI (TNU)

LOC I-MGX <b>109.7</b>	APP CRS <b>318°</b>	Rwy ldg TDZE Apt Elev	<b>5599</b> <b>950</b> <b>953</b>
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<b>NA</b> 	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 3000 direct TNU VOR/DME and hold.
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<b>AWOS-3</b> <b>132.275</b>	<b>DES MOINES APP CON</b> <b>123.9 307.15</b>	<b>CLNC DEL</b> <b>126.3</b>	<b>UNICOM</b> <b>122.8 (CTAF)</b>
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<div>3000</div> <div><div>↑</div></div>	<div>TNU</div> <div><div><div></div></div></div> <div>112.5</div>	<div>MATAG OM</div> <div>TNU <div>13.2</div></div> <div>RADAR</div>	<div>Remain within 10 NM</div>	
<div><div><div></div></div><div>2653</div><div>138°</div><div>318°</div><div>2700</div><div>3000</div><div>GS 3.00°</div><div>TCH 59</div></div>				
<div>5.1 NM</div>				
CATEGORY	A	B	C	D
S-ILS 32	1150-½ 200 (200-½)			
S-LOC 32	1300-½ 350 (400-½)			1300-¾ 350 (400-¾)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)

APP CRS	Rwy Idg	5599
138°	TDZE	952
	Apt Elev	952

# RNAV (GPS) RWY 14

## NEWTON MUNI (TNU)

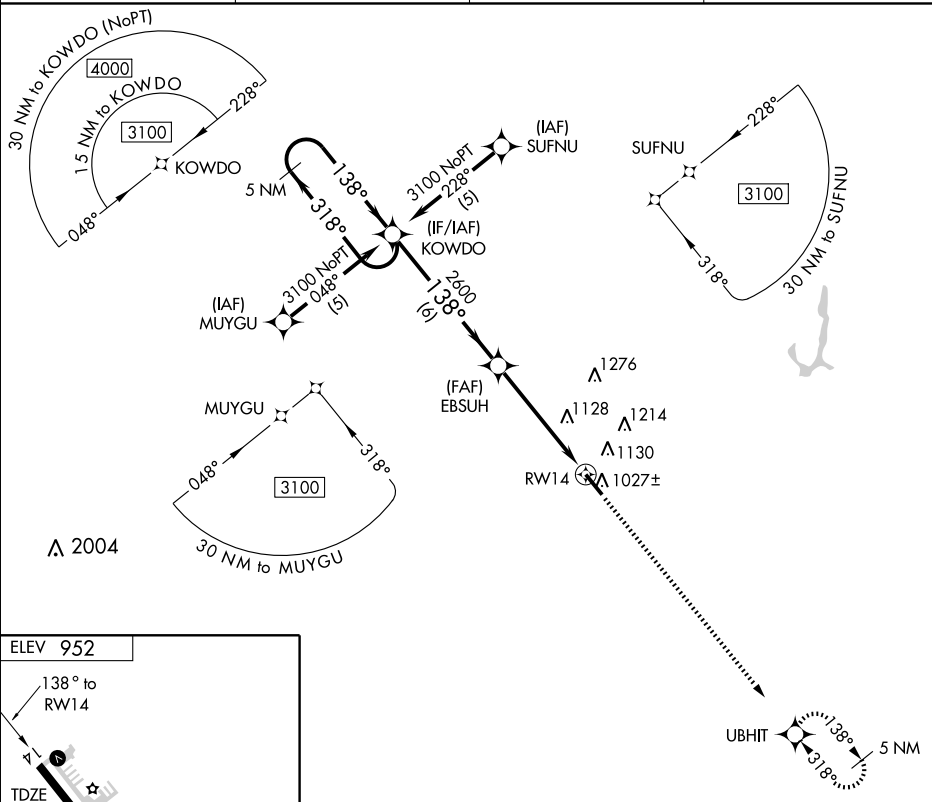
NEWTON MUNI (TNU)

**T** If local altimeter setting not received, use Des Moines altimeter setting and increase all MDAs 80 feet.  
**A** DME/DME RNP-0.3 NA.  
 VDP NA when using Des Moines altimeter setting.

**MISSED APPROACH:** Climb to 2700 direct UBHT and hold.

AWOS-3  
132.275

DES MOINES APP CON  
123.9 307.15

CLNC DEL  
**126.3**UNICOM  
122.8 (CTAF) 

ELEV 952

REIL Rwy 14 **L**  
MIRL Rwy 14-3

[illegible]

NEWTON, IOWA  
Orig 07074

NEWTON MUNI (TNU)

RNAV (GPS) RWY 14

41°40'N-93°01'W

NC-3. 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>99702</b> <b>W32A</b>	APP CRS <b>318°</b>	Rwy Idg TDZE <b>950</b> Apt Elev <b>952</b>	<b>5599</b> <b>952</b>
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# RNAV (GPS) RWY 32

NEWTON MUNI (TNU)

**▽** For inoperative MALS, increase LNAV/VNAV Cat D visibility to 1 mile, LNAV Cat D visibility to 1 1/4 mile.  
**▲** Baro-VNAV NA when using Des Moines altimeter setting.  
 If local altimeter setting not received, use Des Moines altimeter setting and increase all DAs/MDAs 80 feet.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).  
 VDP NA when using Des Moines altimeter setting.

MALS



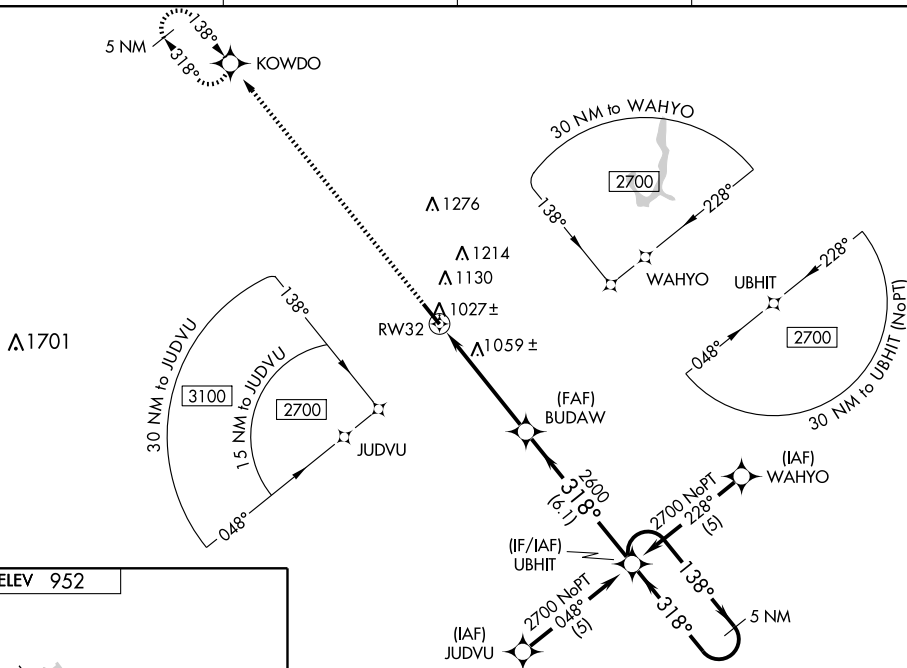
MISSED APPROACH: Climb to 3100 direct KOWDO and hold.

AWOS-3  
**132.275**

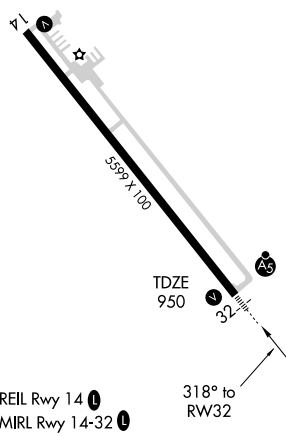
DES MOINES APP CON  
**123.9 307.15**

CLNC DEL  
**126.3**

UNICOM  
**122.8 (CTAF) 0**



ELEV 952



REIL Rwy 14 **0**  
MRL Rwy 14-32 **0**

NEWTON, IOWA

Orig 07074

3100 KOWDO		VGSI and RNAV glidepath not coincident.		5 NM Holding Pattern	
*LNAV only		*1 NM to RWY32		BUDAW	
RWY32		2600		UBHIT	
1 NM		3.9 NM		6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	1200-1/2		250 (300-1/2)		
LNAV/VNAV DA	1259-1/2		309 (400-1/2)		1259-3/4 309 (400-3/4)
LNAV MDA	1320-1/2		370 (400-1/2)		1320-1 370 (400-1)
CIRCLING	1440-1		488 (500-1)		1440-1 1/2 488 (500-1 1/2)
					1520-2 568 (600-2)

NEWTON MUNI (TNU)

# RNAV (GPS) RWY 32

41°40'N-93°01'W

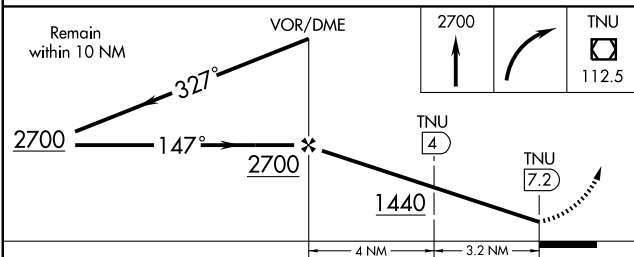
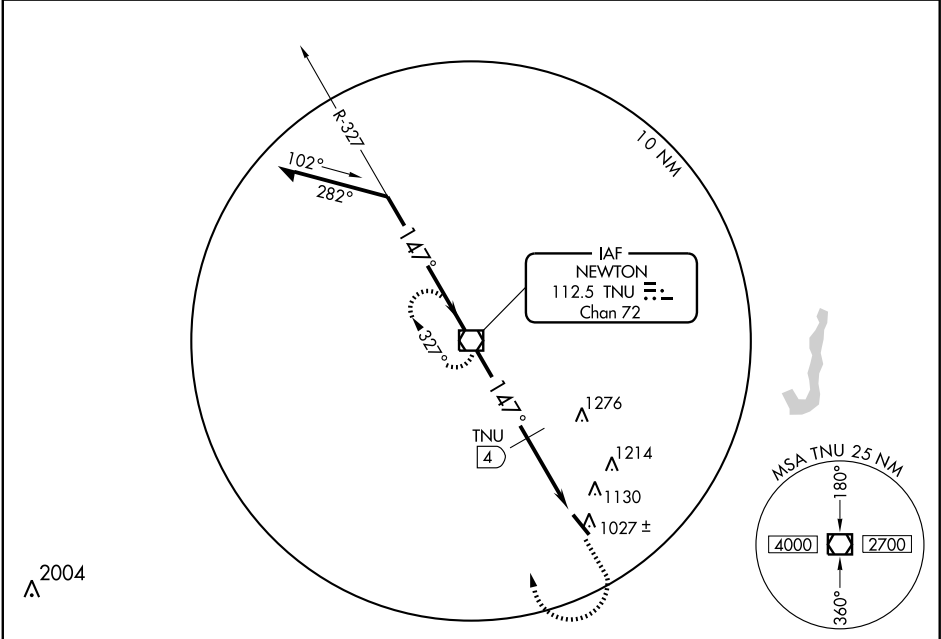
VOR/DME TNU <b>112.5</b> Chan <b>72</b>	APP CRS <b>147°</b>	Rwy Idg TDZE <b>952</b> Apt Elev <b>953</b>	<b>5599</b> <b>952</b> <b>953</b>
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# VOR RWY 14

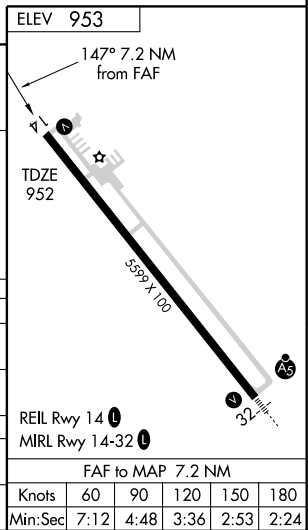
NEWTON MUNI (TNU)

		MISSED APPROACH: Climb to 2700, then right turn direct TNU VOR/DME and hold.	
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AWOS-3 <b>132.275</b>	DES MOINES APP CON <b>123.9 307.15</b>	CINC DEL <b>126.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-14	1440-1	488 (500-1)	1440-1½ 488 (500-1¼)	1440-1½ 488 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)
DME MINIMUMS				
S-14	1380-1	428 (500-1)	1380-1½ 428 (500-1¼)	1380-1½ 428 (500-1½)
CIRCLING	1440-1	487 (500-1)	1440-1½ 487 (500-1½)	1520-2 567 (600-2)





VOR/DME TNU  
**112.5**  
Chan **72**

APP CRS  
**325°**

Rwy Idg  
TDZE **950**  
Apt Elev **952**

**VOR RWY 32**  
NEWTON MUNI (TNU)

**T** For inoperative MALSR, increase S-32 Cat. D visibility to 1¼ miles.

MALSR  
AS

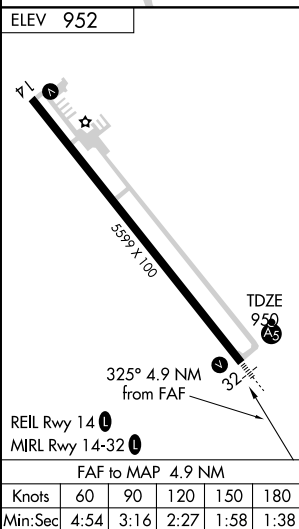
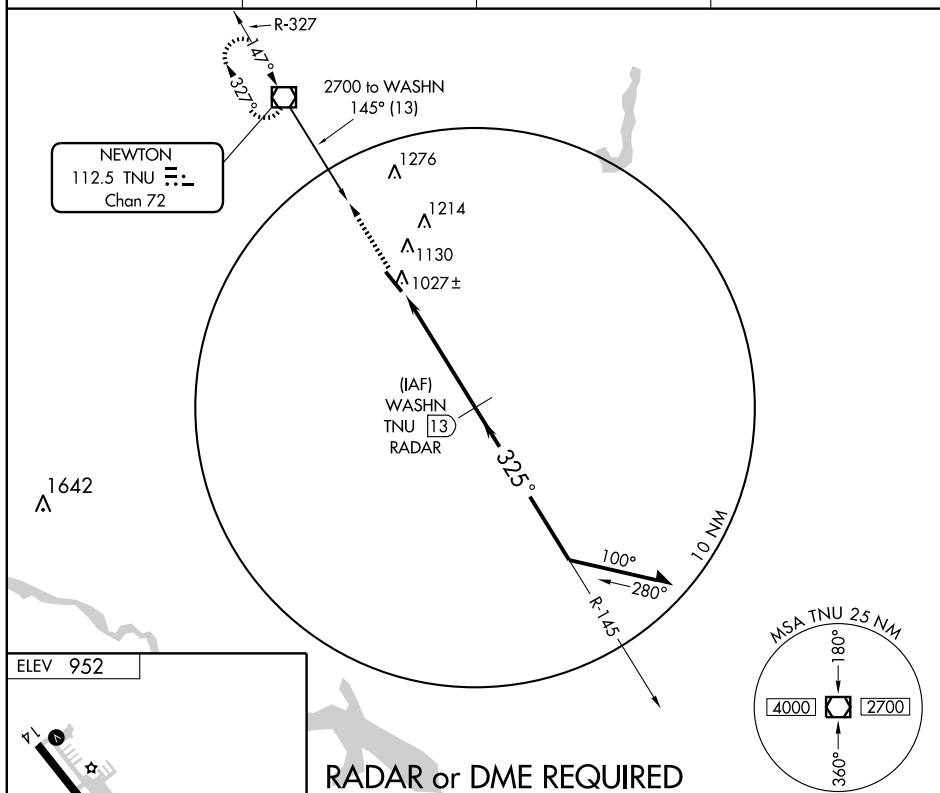
MISSED APPROACH: Climb to 2700 direct TNU VOR/DME and hold.

AWOS-3  
**132.275**

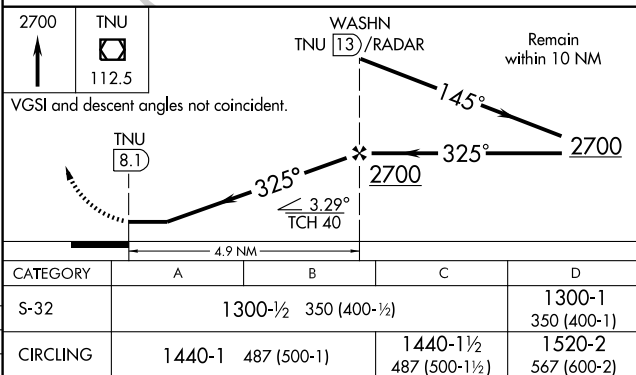
DES MOINES APP CON  
**123.9 307.15**

CLNC DEL  
**126.3**

UNICOM  
**122.8** (CTAF) **0**



**RADAR or DME REQUIRED**



**NORTHWOOD MUNI** (5D2) 1 E UTC-6(-5DT) N43°26.90' W93°12.11'

OMAHA

1224 NOTAM FILE FOD

RWY 17-35: 3300X100 (TURF) LIRL

RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. Parachute Jumping. Crop dusting and skydiving planes on and in vicinity of arpt. Rwy 17-35 NSTD markings; thlds and edges marked with yellow cones. Twy exits marked with blue/white panels.

**COMMUNICATIONS:** CTAF 122.9

**DELWEIN MUNI** (OLZ) 3 W UTC-6(-5DT) N42°40.85' W91°58.47'

CHICAGO

1076 B S4 FUEL 100LL, JET A NOTAM FILE OLZ

L-28F

RWY 13-31: H4001X75 (CONC-WC) S-12 MIRL 0.4% up NW

IAP

RWY 13: REIL. Road.

RWY 18-36: 1800X85 (TURF)

RWY 18: Road.

**AIRPORT REMARKS:** Attended 1400Z±-dusk. After hrs svc by appointment, call 563-880-2915. Rwy 18-36 CLOSED after first snowfall. Rwy 18 and Rwy 36 thlds and edges marked with yellow cones. ACTIVATE MIRL Rwy 13-31 and REIL Rwy 13-CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.675 (319) 283-3518.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)

**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.

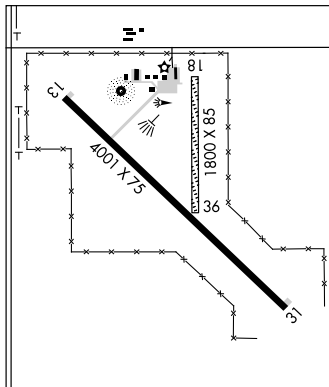
**WATERLOO (H) VORTACW** 112.2 ALO Chan 59 N42°33.39'

W92°23.94' 062° 20.2 NM to fld. 865/6E.

HIWAS.

**NDB (MHW)** 260 OLZ N42°41.05' W91°58.58' at fld.

NOTAM FILE OLZ.



**OMAHA** N41°10.04' W95°44.20'

OMAHA

(H) **VORTAC** 116.3 OVR Chan 110 311° 10.8 NM to Eppler Airfield. 1300/8E.

H-5C, L-101, 121

HIWAS.

**RCO** 122.1R 116.3T (FORT DODGE RADIO)

**RCO** 122.35 (COLUMBUS RADIO)

**ONAWA MUNI** (K36) 1 SW UTC-6(-5DT) N42°00.29' W96°06.25'

OMAHA

1047 NOTAM FILE FOD

L-121

RWY 15-33: H3400X60 (CONC) S-4 MIRL

RWY 15: REIL. PAPI(P2L)-GA 3.0° TCH 26'. Trees.

RWY 33: REIL. PAPI(P2L)-GA 3.0° TCH 26'. P-line.

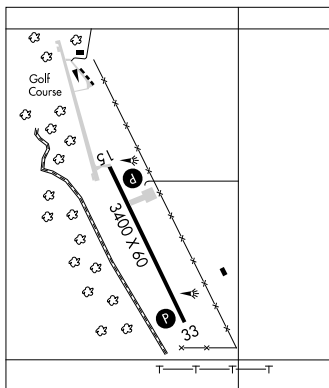
**AIRPORT REMARKS:** Unattended. Rwy 33 p-line marked with orange balls. Rwy 33 is calm wind rwy. ACTIVATE MIRL Rwy 15-33, PAPI and REIL Rwy 15 and 33-CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

**SIoux CITY (L) VORTAC** 116.5 SUX Chan 112 N42°20.67'

W96°19.42' 145° 22.6 NM to fld. 1087/9E. HIWAS.



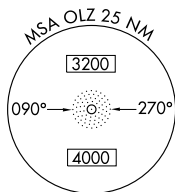
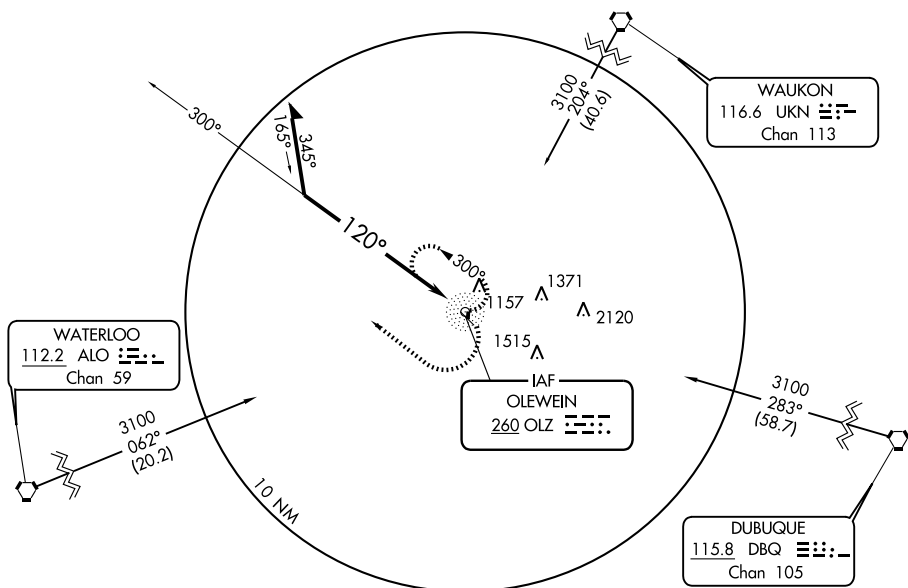
NDB OLZ	APP CRS	Rwy Idg	<b>4001</b>
<b><u>260</u></b>	<b>120°</b>	TDZE	<b>1076</b>
		Apt Elev	<b>1076</b>

**T**  
**A** NA

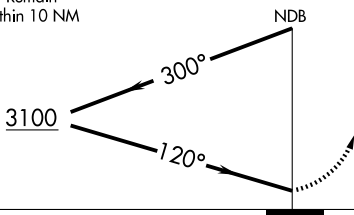
**MISSED APPROACH:** Climbing right turn to 3100 via heading 300° then direct OLZ NDB and hold.



AWOS-3  
**119.675**

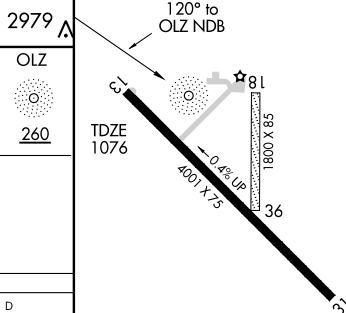
WATERLOO APP CON★  
118.9 257.8

UNICOM  
122.8 (CTAF) **L**

Remain  
within 10 NM



3100  HDG 300°	OLZ  <u>260</u>
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CATEGORY	A	B	C	D
S-13	1740-1	664 (700-1)	1740-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$ )	1740-2 664 (700-2)
CIRCLING	1740-1	664 (700-1)	1740-1 $\frac{3}{4}$ 664 (700-1 $\frac{3}{4}$ )	1740-2 664 (700-2)

REIL Rwy 13 **L**  
MIRL Rwy 13-31 **L**

# RNAV (GPS) RWY 13

OELWEIN MUNI (OLZ)

APP CRS  
**132°**

Rwy Idg **4001**  
TDZE **1076**  
Apt Elev **1076**

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

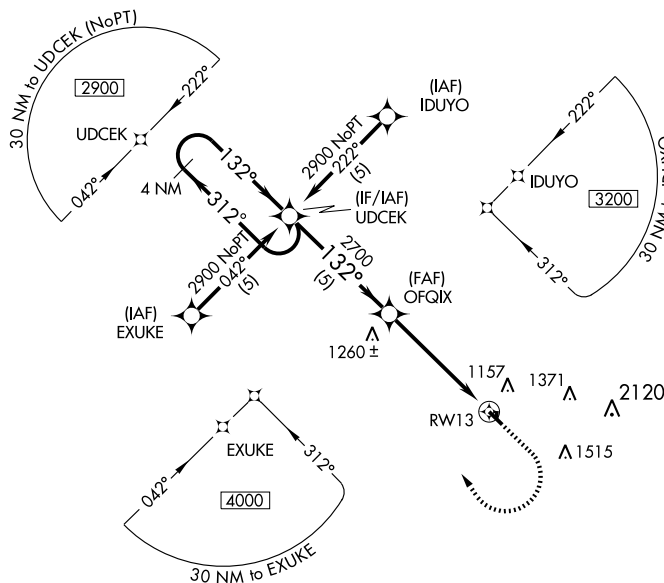
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2900 direct UDCEK WP and hold.

AWOS-3  
**119.675**

WATERLOO APP CON\*  
**118.9 257.8**

UNICOM  
**122.8 (CTAF)**



4 NM  
Holding Pattern

UDCEK

2000

2900

UDCEK

2900

312°

132°

132°

2700

2.98°

TCH 40

5 NM

3.9 NM

1.1

1.1 NM to RWY 13

RWY 13

1.1

1.1

1.1

1.1

1.1

1.1

1.1

1.1

1.1

ELEV 1076

132° to RWY 13

TDZE 1076

81

0.4% UP

1800 X 85

36

4001 X 75

31

REIL Rwy 13

MIRL Rwy 13-31

VORTAC ALO <b>112.2</b> Chan <b>59</b>	APP CRS <b>062°</b>	Rwy Idg TDZE Apt Elev <b>1076</b>	N/A N/A <b>1076</b>
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# VOR or GPS-A

OELWEIN MUNI (OLZ)

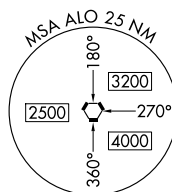
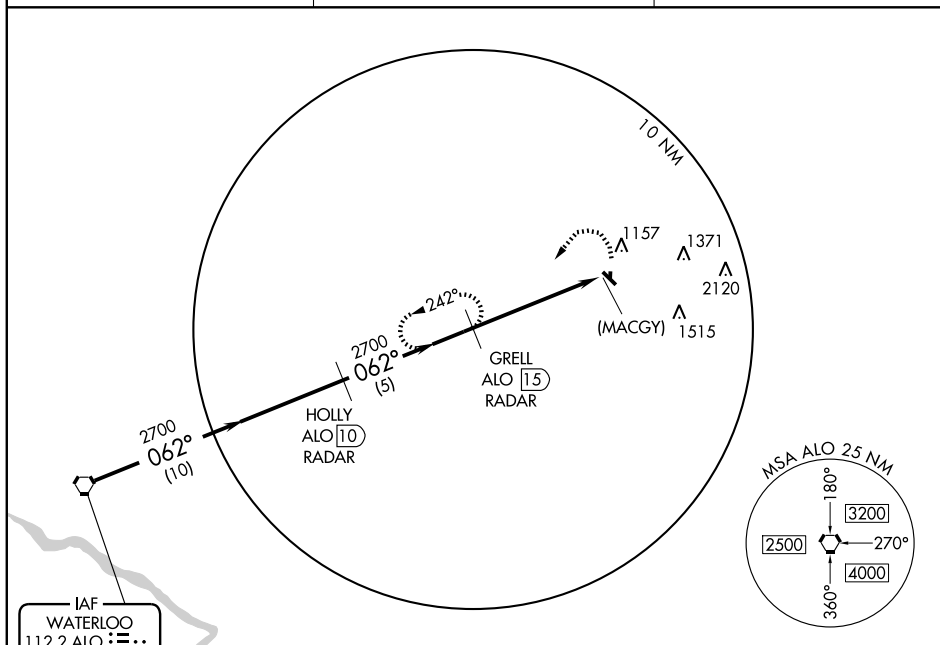
▼ Radar not available when Waterloo Tower not in operation.

MISSED APPROACH: Climbing left turn to 2700 via ALO R-062 to GRELL 15 DME/RADAR and hold.

AWOS-3  
**119.675**

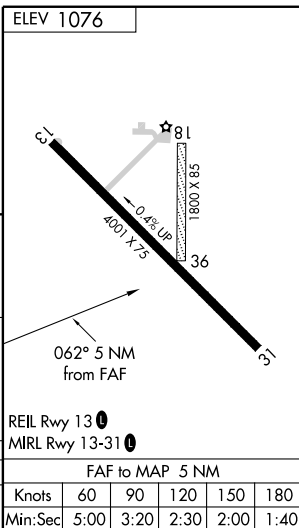
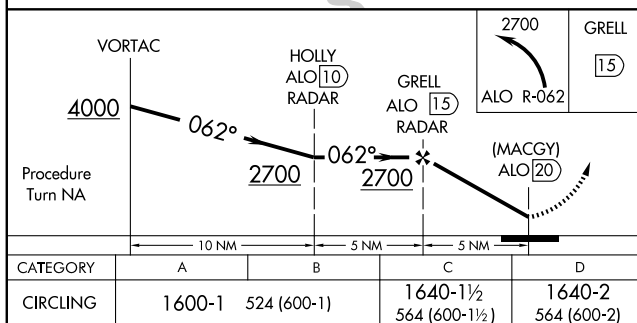
WATERLOO APP CON \*  
**118.9 257.8**

UNICOM  
**122.8** (CTAF) **0**



△  
2309

**DME OR RADAR REQUIRED**



**ORANGE CITY MUNI** (ORC) 1 S UTC-6(-5DT) N42°59.42' W96°03.77'

1414 B FUEL 100LL, JET A NOTAM FILE ORC

RWY 16-34: H4250X60 (CONC) S-28, D-48 MIRL 0.5% up NW

RWY 16: REIL. VASI(V2L). Tree.

RWY 34: REIL. VASI(V2L). Road.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Rotating bcn OTS indef.

ACTIVATE MIRL Rwy 16-34, VASI and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.825 (712) 737-3193.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

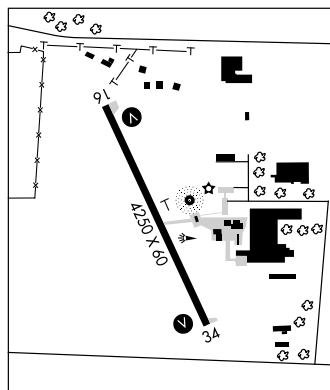
SIOUX CITY (L) VORTAC 116.5 SUX Chan 112 N42°20.67' W96°19.42' 008° 40.4 NM to fld. 1087/9E. HIWAS.

NDB (MHW) 521 ORC N42°59.48' W96°03.64' at fld.  
NOTAM FILE ORC.

OMAHA

L-121

IAP

**OSAGE MUNI** (D02) 1 NE UTC-6(-5DT) N43°17.54' W92°47.74'

1168 NOTAM FILE FOD

RWY 17-35: H3400X50 (ASPH) MIRL

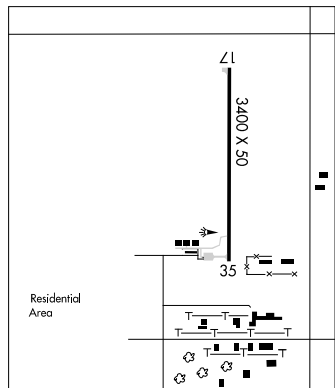
RWY 17: Road. RWY 35: P-line.

**AIRPORT REMARKS:** Unattended.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCW.

MASON CITY (H) VORTACW 114.9 MCW Chan 96 N43°05.69' W93°19.79' 057° 26.3 NM to fld. 1210/6E.

CHICAGO

L-121



NDB ORC <b>521</b>	APP CRS <b>345°</b>	Rwy Idg TDZE Apt Elev	<b>4250</b> <b>1414</b> <b>1414</b>
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# NDB or GPS RWY 34

## ORANGE CITY MUNI (ORC)



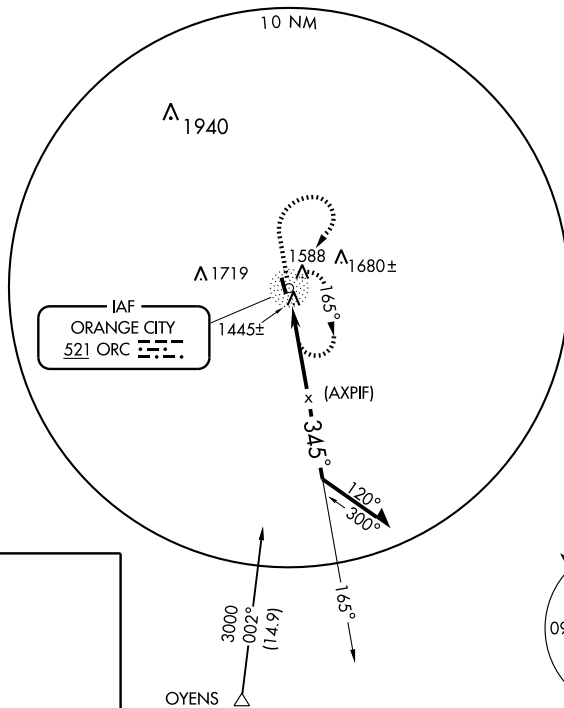
NA

MISSED APPROACH: Climb to 3000 then right turn direct ORC NDB and hold.

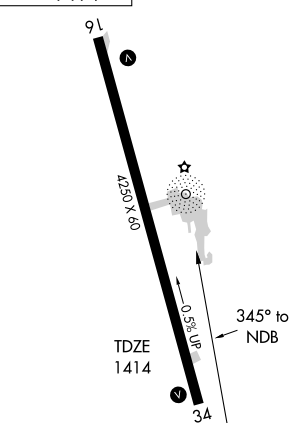
AWOS-3  
**127.825**

MINNEAPOLIS CENTER  
**124.1 269.0**

UNICOM  
**122.8 (CTAF)**



ELEV 1414



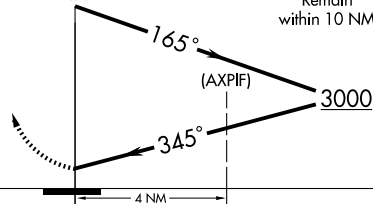
MIRL Rwy 16-34

REIL Rws 16 and 34



NDB

Remain  
within 10 NM



CATEGORY	A	B	C	D
S-34	1920-1	506 (600-1)	1920-1½	506 (600-1½)
CIRCLING	1920-1	506 (600-1)	1920-1½ 506 (600-1½)	1980-2 566 (600-2)

ORANGE CITY, IOWA

Amdt 3A 10042

42°59'N-96°04'W

# ORANGE CITY MUNI (ORC)

## NDB or GPS RWY 34

**OSCEOLA MUNI** (I75) 4 NE UTC-6(-5DT) N41°03.13' W93°41.38'OMAHA  
L-12J, 27A  
IAP

1110 B S2 FUEL 100LL, JET A NOTAM FILE I75.

RWY 18-36: H4000X75 (CONC) S-12.5 MIRL

RWY 18: REIL PAPI(P2L). Road.

RWY 36: REIL PAPI(P2L). Tree.

**AIRPORT REMARKS:** Attended continuously. Ultralight activity on and in/ovf arpt. Rwy 18 is calm wind rwy. Rotating bcn OTS indef.

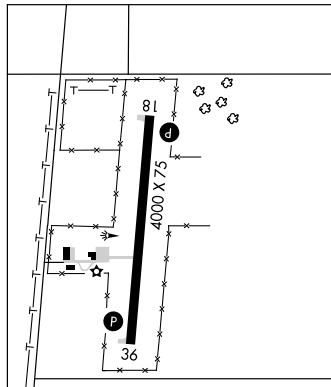
ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.975 (641) 342-1422.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 178° 23.2 NM to fld. 940/7E. HIWAS.

**OSKALOOSA MUNI** (OOA) 9 SE UTC-6(-5DT) N41°13.57' W92°29.63'CHICAGO  
L-27A  
IAP

841 B S4 FUEL JET A OX 1 NOTAM FILE OOA.

RWY 13-31: H4012X75 (CONC) S-25 MIRL

RWY 13: REIL. PAPI(P2L).

RWY 31: REIL. PAPI(P2L).

RWY 04-22: H1926X75 (CONC) S-25

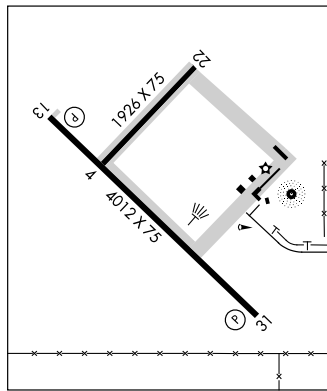
**AIRPORT REMARKS:** Attended May-Sep 1300-0100Z†, Oct-Apr 1300-2300Z†. Radio controlled model acft in/ovf arpt. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.625 (641) 933-4312.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 321° 14.1 NM to fld. 820/6E. HIWAS.

NDB (MHW) 414 OOA N41°13.53' W92°29.24' at fld. NOTAM FILE OOA.





APP CRS	Rwy Idg	<b>4000</b>
<b>178°</b>	TDZE	<b>1110</b>
	Apt Elev	<b>1110</b>

# GPS RWY 18

OSCEOLA MUNI (I75)

**NA**

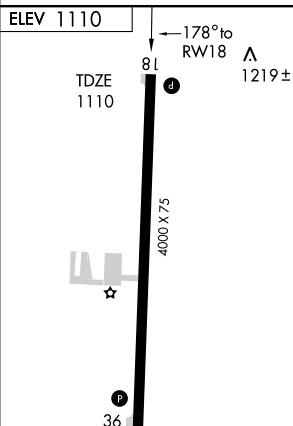
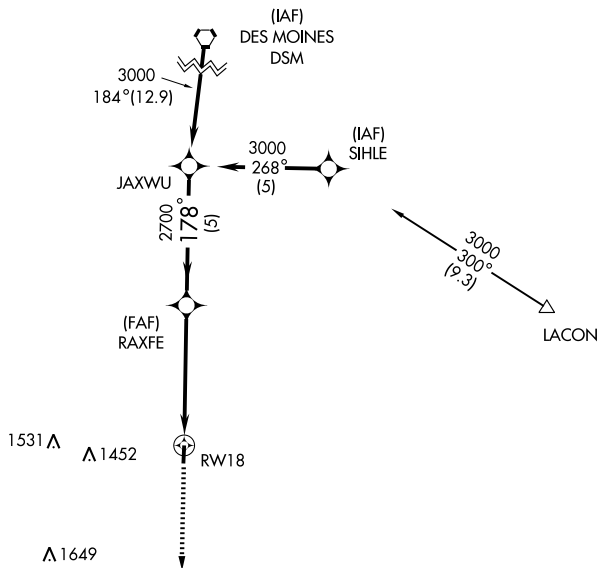
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEBKY WP and hold.

AWOS-3  
**120.975**

DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8 (CTAF) 0**



MIRL Rwy 18-36 **0**

REIL Rwy 18 and 36 **0**

OSCEOLA, IOWA

Orig 09127

41°03'N-93°41'W

OSCEOLA MUNI (I75)

# GPS RWY 18

APP CRS	Rwy Idg	<b>4000</b>
<b>358°</b>	TDZE	<b>1110</b>
	Apt Elev	<b>1110</b>

# GPS RWY 36

OSCEOLA MUNI (I75)

▲ NA

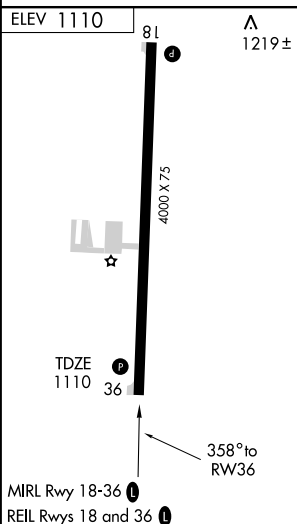
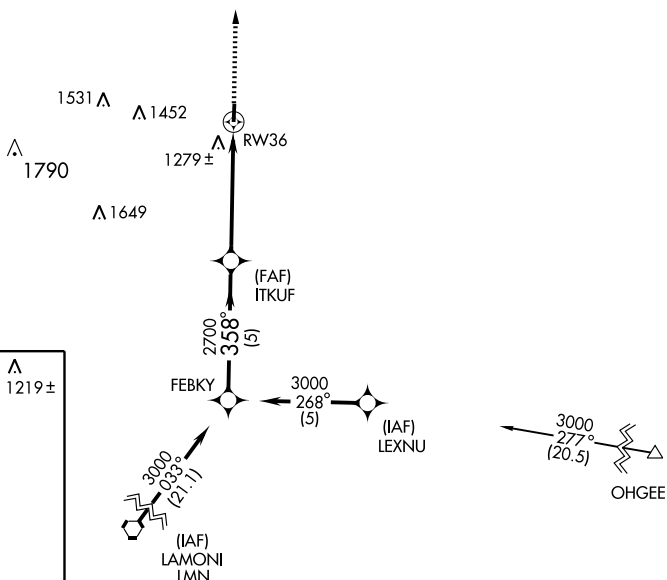
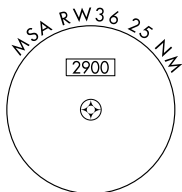
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 direct JAXWU WP and hold.

AWOS-3  
**120.975**

DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8 (CTAF) 0**



FEBKY				3000	JAXWU
Procedure Turn NA				358°	ITKUF
				2700	RW36
				5 NM	5 NM
CATEGORY	A	B	C	D	
S-36	1620-1	510 (600-1)		NA	
CIRCLING	1680-1	570 (600-1)		NA	

VORTAC DSM <b>117.5</b> Chan <b>122</b>	APP CRS <b>178°</b>	Rwy Idg TDZE Apt Elev <b>1110</b>	<b>4000</b> <b>1110</b> <b>1110</b>
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# VOR/DME RWY 18

OSCEOLA MUNI (I75)



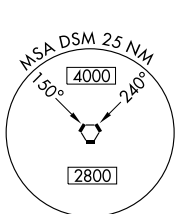
Use Des Moines altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn via  
DSM R-178 to NOFSH/17 DME and hold.

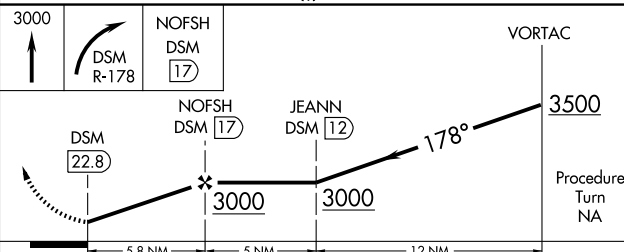
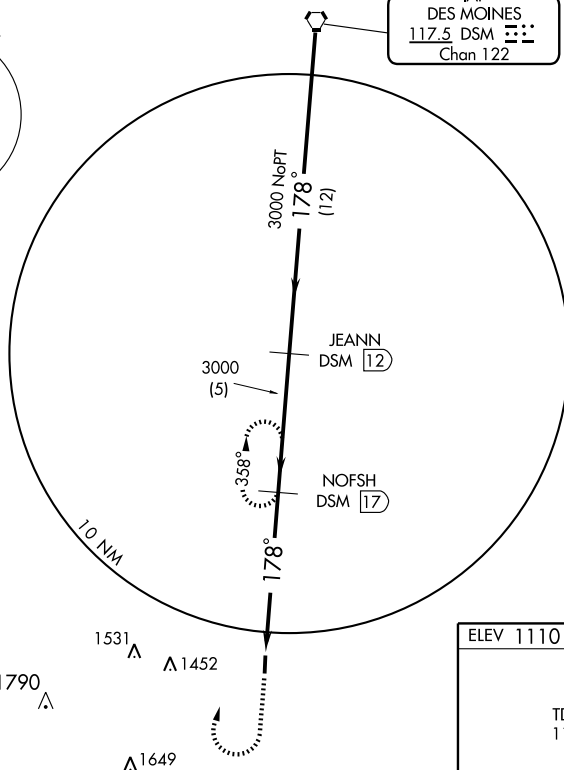
AWOS-3  
**120.975**

DES MOINES APP CON  
**135.2 360.7**

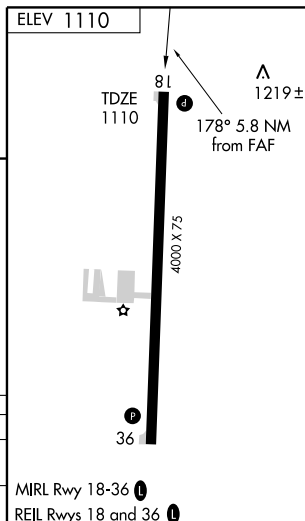
UNICOM  
**122.8 (CTAF)**



IAF  
DES MOINES  
**117.5** DSM  
Chan 122



CATEGORY	A	B	C	D
S-18	1580-1 470 (500-1)	1580-1¼ 470 (500-1¼)	NA	
CIRCLING	1680-1 570 (600-1)	1680-1¼ 570 (600-1¼)	NA	



**OSCEOLA MUNI** (I75) 4 NE UTC-6(-5DT) N41°03.13' W93°41.38'OMAHA  
L-12J, 27A  
IAP

1110 B S2 FUEL 100LL, JET A NOTAM FILE I75.

RWY 18-36: H4000X75 (CONC) S-12.5 MIRL

RWY 18: REIL PAPI(P2L). Road.

RWY 36: REIL PAPI(P2L). Tree.

**AIRPORT REMARKS:** Attended continuously. Ultralight activity on and in/ovf arpt. Rwy 18 is calm wind rwy. Rotating bcn OTS indef.

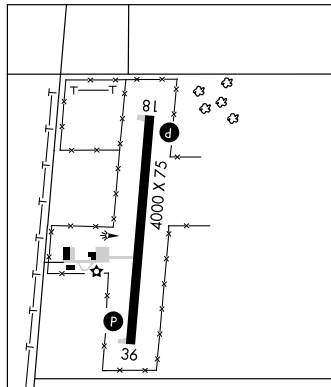
ACTIVATE MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.975 (641) 342-1422.**COMMUNICATIONS:** CTAF/UNICOM 122.8

DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22' W93°38.92' 178° 23.2 NM to fld. 940/7E. HIWAS.

**OSKALOOSA MUNI** (OOA) 9 SE UTC-6(-5DT) N41°13.57' W92°29.63'CHICAGO  
L-27A  
IAP

841 B S4 FUEL JET A OX 1 NOTAM FILE OOA.

RWY 13-31: H4012X75 (CONC) S-25 MIRL

RWY 13: REIL. PAPI(P2L).

RWY 31: REIL. PAPI(P2L).

RWY 04-22: H1926X75 (CONC) S-25

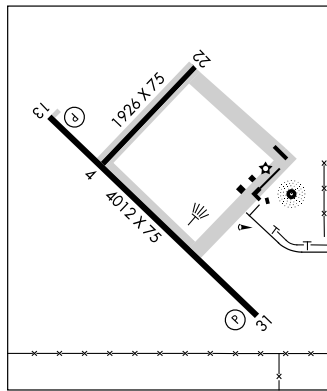
**AIRPORT REMARKS:** Attended May-Sep 1300-0100Z†, Oct-Apr 1300-2300Z†. Radio controlled model acft in/ovf arpt. ACTIVATE MIRL Rwy 13-31, REIL Rwy 13 and Rwy 31—CTAF.**WEATHER DATA SOURCES:** AWOS-3 118.625 (641) 933-4312.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ CHICAGO CENTER APP/DEP CON 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

OTTUMWA (L) VORW/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 321° 14.1 NM to fld. 820/6E. HIWAS.

NDB (MHW) 414 OOA N41°13.53' W92°29.24' at fld. NOTAM FILE OOA.



NDB OOA  
414

APP CRS  
194°

Rwy Idg	<b>1926</b>
TDZE	<b>840</b>
Apt Elev	<b>841</b>

NDB RWY 22  
OSKALOOSA MUNI (00A)



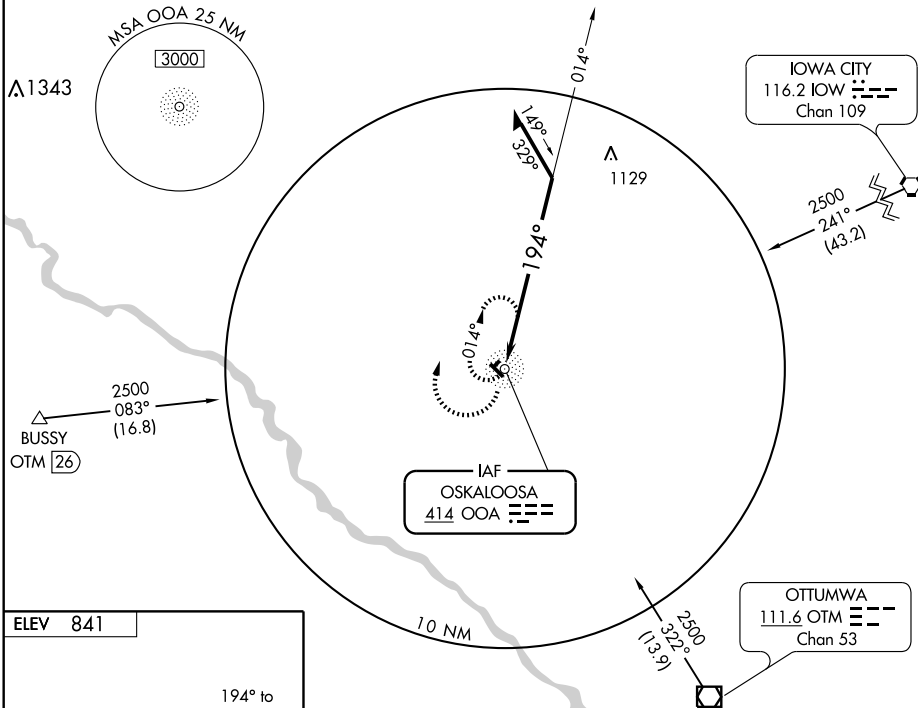
Straight-in minimums NA at night. When local altimeter setting not received, use Ottumwa altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:**  
Climbing right turn to 2500  
in OOA NDB holding pattern.

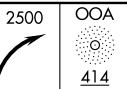
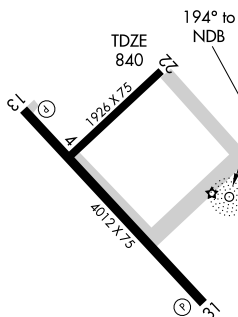
AWOS-3  
118.625

CHICAGO CENTER  
118.15 354.1

UNICOM  
122.8 (CTAF) **L**



ELEV 841



NDI

Remain  
within 10 NM

2500

CATEGORY

A

B

C

D

S-22

1540-1 700 (700-1)

1540-2  
700 (700-2)

NA

## CIRCLING

1.540-1 699 (700-1)

1540-2  
699 (700-2)

NA

REIL Rwy 13 and 31 **L**  
MIRL Rwy 13-31 **L**

OSKALOOSA, IOWA  
Amdt 4 22OCT09

41°14'N-92°30'W

OSKALOOSA MUNI(OOA)  
NDB RWY 22

NC-3. 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>78215</b> <b>W13A</b>	APP CRS <b>134°</b>	Rwy Idg <b>4012</b> TDZE <b>837</b> Apt Elev <b>841</b>
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# RNAV (GPS) RWY 13

OSKALOOSA MUNI (00A)

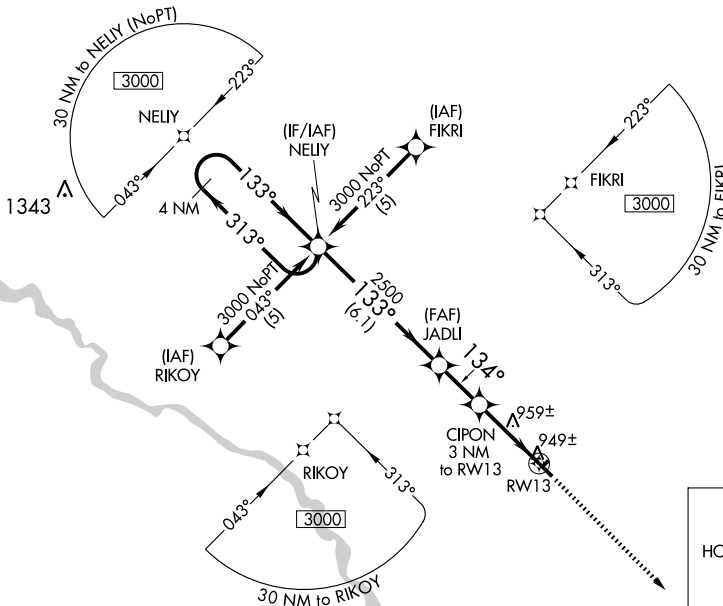
▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cals visibility ¼ mile. Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH:  
Climb to 3000 direct  
HONPA and hold.

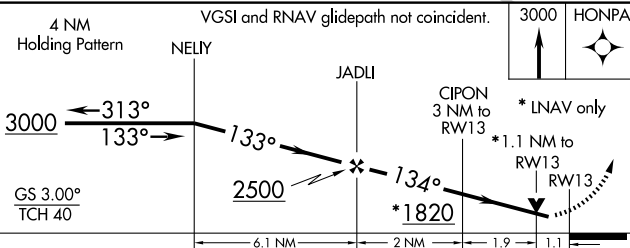
AWOS-3  
**118.625**

CHICAGO CENTER  
**118.15 354.1**

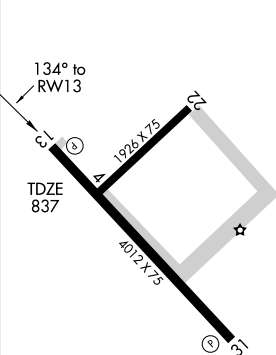
UNICOM  
**122.8 (CTAF) 0**



ELEV **841**



CATEGORY	A	B	C	D
LPV DA	1193-1¼	356 (400-1¼)		NA
LNAV/VNAV DA	1219-1¼	382 (400-1¼)		NA
LNAV MDA	1220-1	383 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA



REIL Rwy 13 and 31 **0**  
MIRL Rwy 13-31 **0**

WAAS CH <b>82515</b> <b>W31A</b>	APP CRS <b>314°</b>	Rwy Idg TDZE <b>837</b> Apt Elev <b>841</b>	<b>4012</b>
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# RNAV (GPS) RWY 31

OSKALOOSA MUNI (00A)

- ▼** DME/DME RNP-0.3 NA When local altimeter setting not received, use Ottumwa altimeter setting and increase all DA 18 feet and all MDA 20 feet and increase LNAV/VNAV all Cats visibility ¼ mile.
- ▲** Baro-VNAV and VDP NA when using Ottumwa altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

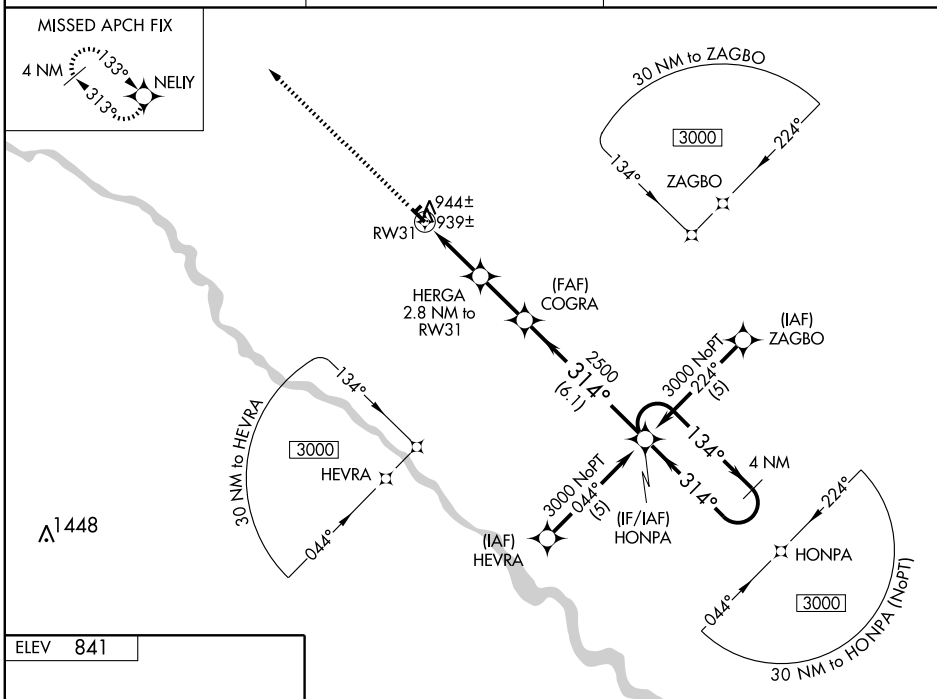
**MISSED APPROACH:**  
Climb to 3000 direct  
NELLY and hold.

AWOS-3  
**118.625**

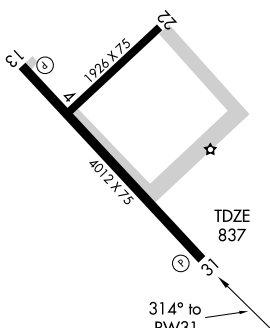
CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



ELEV **841**



REIL Rwy 13 and 31 **0**  
MIRL Rwy 13-31 **0**

<p>3000 NELLY VGS1 and RNAV glidepath not coincident.</p> <p>4 NM Holding Pattern</p> <p>COGRA</p> <p>HONPA</p> <p>HERGA 2.8 NM to RW31</p> <p>* LNAV Only</p> <p>* 1.1 NM to RW31</p> <p>RW31</p> <p>1760*</p> <p>1.1 1.7 2.2 NM 6.1 NM</p> <p>134° 314° 2500 3000</p> <p>GS 3.00° TCH 40</p>				
CATEGORY	A	B	C	D
LPV DA	1187-1¼	350 (400-1¼)		NA
LNAV/VNAV DA	1209-1¼	372 (400-1¼)		NA
LNAV MDA	1200-1	363 (400-1)		NA
CIRCLING	1260-1 419 (500-1)	1300-1 459 (500-1)	1300-1½ 459 (500-1½)	NA

VOR/DME OTM <b>111.6</b> Chgn <b>53</b>	APP CRS <b>321°</b>	Rwy Idg <b>4003</b> TDZE <b>837</b> Apt Elev <b>840</b>
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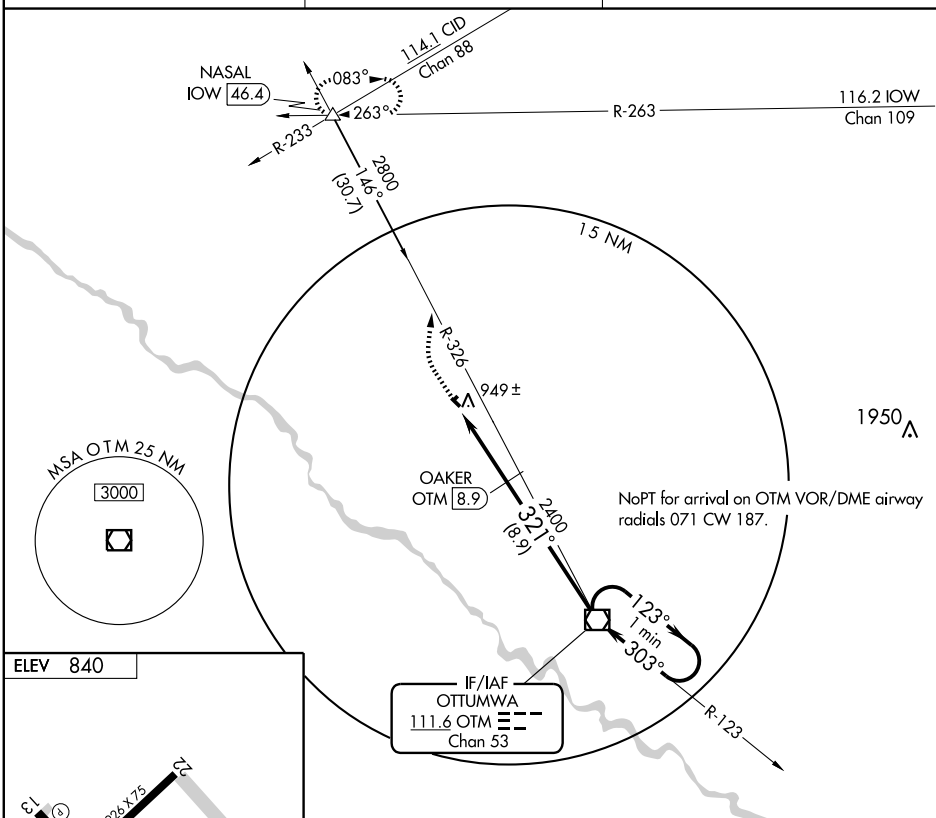
VOR/DME RWY 31  
OSKALOOSA MUNI (00A)

**T** If local altimeter setting not received, use Ottumwa  
**A**<sub>NA</sub> altimeter setting and increase all MDAs 20 feet.

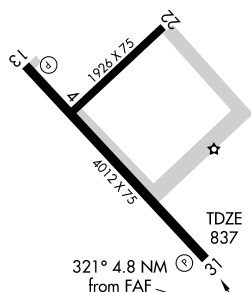
**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2800 via heading 360° and OTM R-326 to NASAL Int/IOW 46.4 DME and hold.

AWOS-3  
118.625

CHICAGO CENTER  
118.15 354.1

UNICOM  
122.8 (CTAF) **L**

ELEV 840



REIL Rwy 13 and 31 **L**  
MIRL Rwy 13-31 **L**

1300 ↑	2800 ↗ 360°	OTM R-326 <u>111.6</u>	NASAL △	VGS1 and descent angles not coincident.			
				VOR/DME	One Minute Holding Pattern		
CATEGORY	A	B	C	D			
S-31	1200-1 363 (400-1)				NA		
CIRCLING	1260-1 420 (500-1)	1300-1 460 (500-1)	1300-1½ 460 (500-1½)		NA		

OSKALOOSA, IOWA  
Amdt 3 09295

41°14'N-92°30'W

OSKALOOSA MUNI(OOA)  
VOR/DME RWY 31

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010



# AIRPORT DIAGRAM

AL-915 (FAA)

OTTUMWA RGNL (OTM)  
OTTUMWA, IOWA

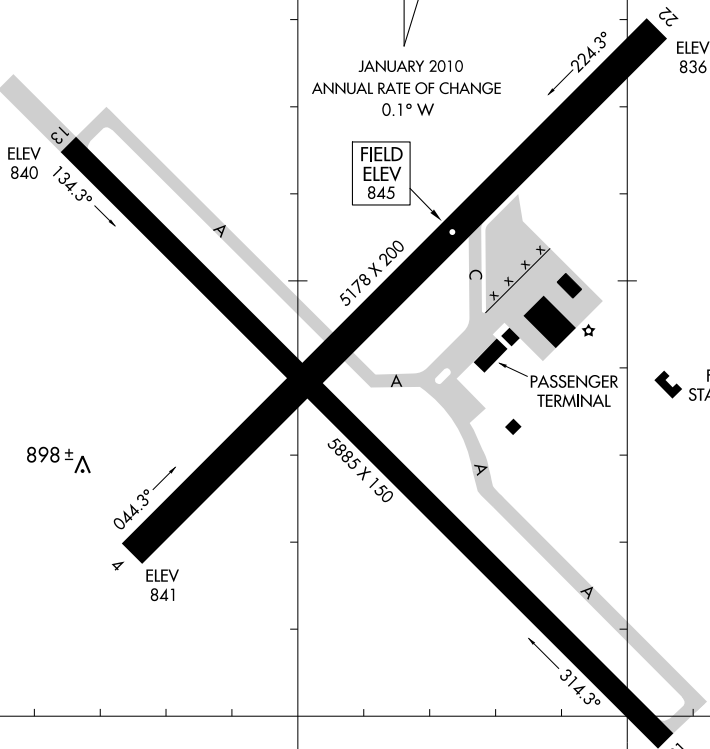
ASOS  
124.175  
CTAF/UNICOM  
123.0

41° 07'N



JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
845



RWY 04-22  
S-42, D-65, 2S-83, 2D-120  
RWY 13-31  
S-80, D-105, 2S-133, 2D-175

92° 27.5'W

92° 27.0'W

92° 26.5'W

41° 06'N

# AIRPORT DIAGRAM

OTTUMWA, IOWA  
OTTUMWA RGNL (OTM)

10210

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

**OTTUMWA RGNL** (OTM) 5 NW UTC-6(-5DT) N41°06.40' W92°26.88'

845 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE OTM

RWY 13-31: H5885X150 (ASPH-CONC) S-80, D-105, 2S-133, 2D-175 HIRL

RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 41'.

RWY 31: MALSR.

RWY 04-22: H5178X200 (ASPH) S-42, D-65, 2S-83, 2D-120 MIRL

RWY 04: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 49'. Tree.

**AIRPORT REMARKS:** Attended 1300-0200Z. For attendant after hrs call 641-683-3226. Skydiving invof arpt. Ultralight activity on and invof arpt Mon-Fri 2200Z to one half hour after sunset, Sat, Sun and holidays SR to one half hour after SS. Rwy 31 is preferred calm wind rwy. Oxygen avbl dalgt hrs only. Line-of-sight vision blocked between Rws 22 and 31. Twy A from intersection Rwy 04-22 and Rwy 13-31 to AER 13 36' wide. ACTIVATE MALSR Rwy 31, HIRL Rwy 13-31; MIRL Rwy 04-22, VASI Rwy 04, Rwy 22 and Rwy 13 and ODALS Rwy 13 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** ASOS 124.175 (641) 684-9164. HIWAS 111.6 OTM.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

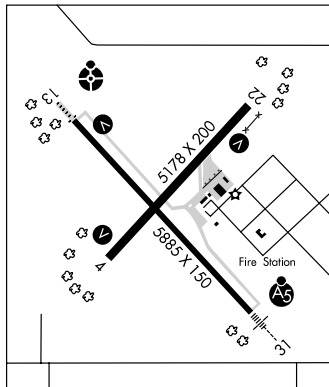
RCO 122.4 (FORT DODGE RADIO)

Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

(L) VOR/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 304° 7.2 NM to fld. 820/6E. HIWAS.

ILS 109.5 I-OTM Rwy 31. Class IT. ILS unmonitored. Localizer backcourse unusable byd 16 NM.



CHICAGO

H-5D, L-27A

IAP, AD

**PAULLINA MUNI** (1Y9) 1 E UTC-6(-5DT) N42°59.27' W95°39.87'

1385 FUEL 100LL NOTAM FILE FOD

RWY 17-35: H2800X28 (ASPH-TURF) LIRL (NSTD)

RWY 17: Tree. RWY 35: Road.

**AIRPORT REMARKS:** Unattended. For fuel call 712-448-2522. Rwy 17-35 28' asph in center of 120' wide turf strip.

Rwy 17-35 NSTD LIRL rwy lgts 60' from centerline. ACTIVATE LIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

OMAHA

**PELLA MUNI** (PEA) 1 W UTC-6(-5DT) N41°24.07' W92°56.75'

885 B S4 FUEL 100LL, JET A TPA-1701(816) NOTAM FILE PEA

RWY 16-34: H5403X75 (CONC) S-30, D-40 MIRL 0.3% up NW

RWY 16: REIL. PAPI(P2L)—GA 3.3° TCH 37'. Thld dspcd 200'. Tree.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Thld dspcd 200'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 16: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

RWY 34: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

**AIRPORT REMARKS:** Attended Mon-Sat 1300Z to dusk, Sun 1800-2300Z. On call after hrs, contact arpt manager on 641-628-9393. Deer on and invof arpt. MIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.875 (641) 628-3459.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **DES MOINES APP/DEP CON** 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 159° 24.1 NM to fld. 980/3E.

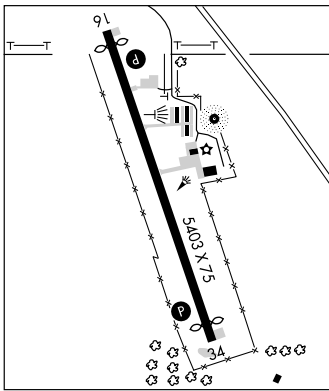
NDB (MHW) 257 PEA N41°24.27' W92°56.68' at fld.

NOTAM FILE PEA.

CHICAGO

H-5D, L-121, 27A

IAP



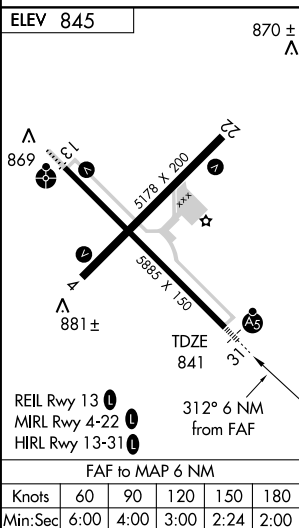
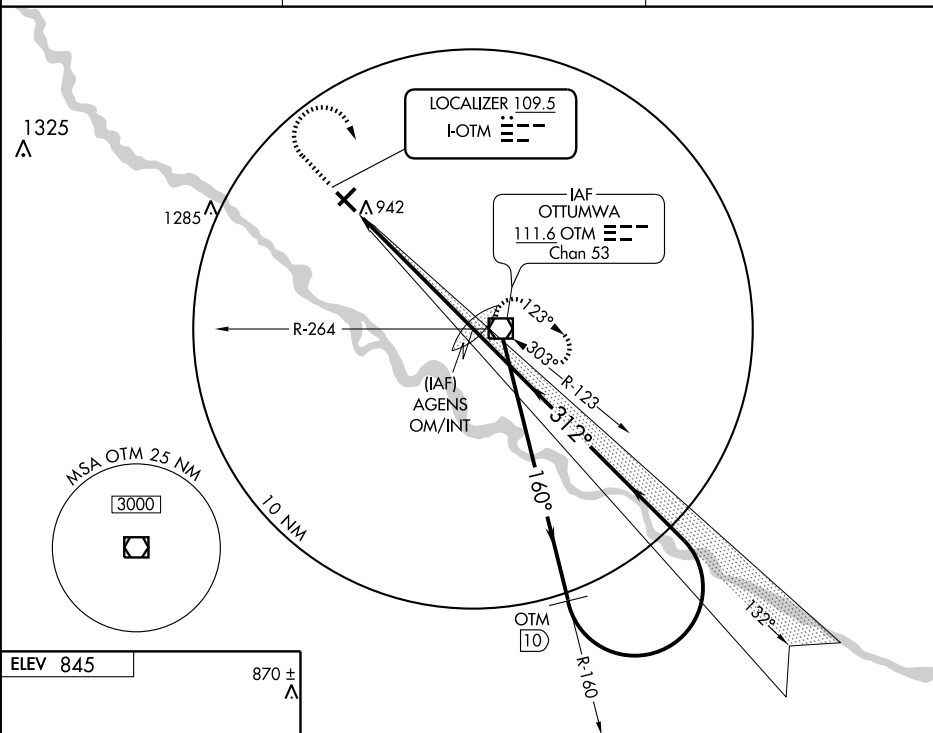
LOC I-OTM <b><u>109.5</u></b>	APP CRS <b>312°</b>	Rwy Idg <b>5885</b> TDZE <b>841</b> Apt Elev <b>845</b>
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**T** Circling not authorized at night to Rwy 4.  
**A** NA When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.

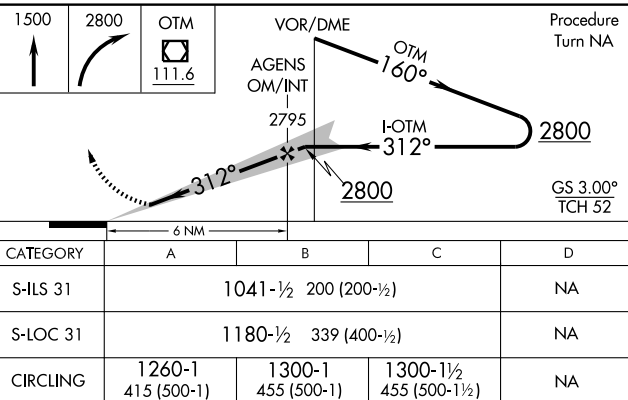
MALSR

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS <b>124.175</b>	CHICAGO CENTER <b>118.15 354.1</b>	UNICOM <b>123.0 (CTAF) 0</b>
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## DME or RADAR REQUIRED



OTTUMWA, IOWA  
Amdt 5A 09127

OTTUMWA RGNL (OTM)

ILS RWY 31

41°06'N-92°27'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

LOC I-OTM <b>109.5</b>	APP CRS <b>132°</b>	Rwy Idg TDZE <b>844</b> Apt Elev <b>845</b>
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# LOC/DME BC RWY 13

OTTUMWA RGNL (OTM)

**▼** DME from OTM VOR/DME. Simultaneous reception of I-OTM and OTM DME required. When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

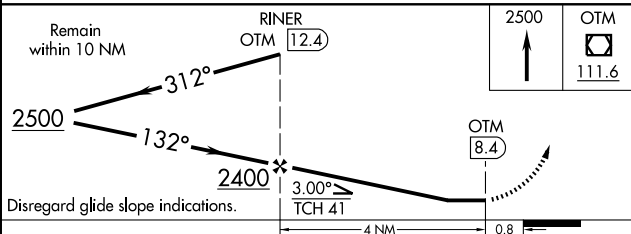
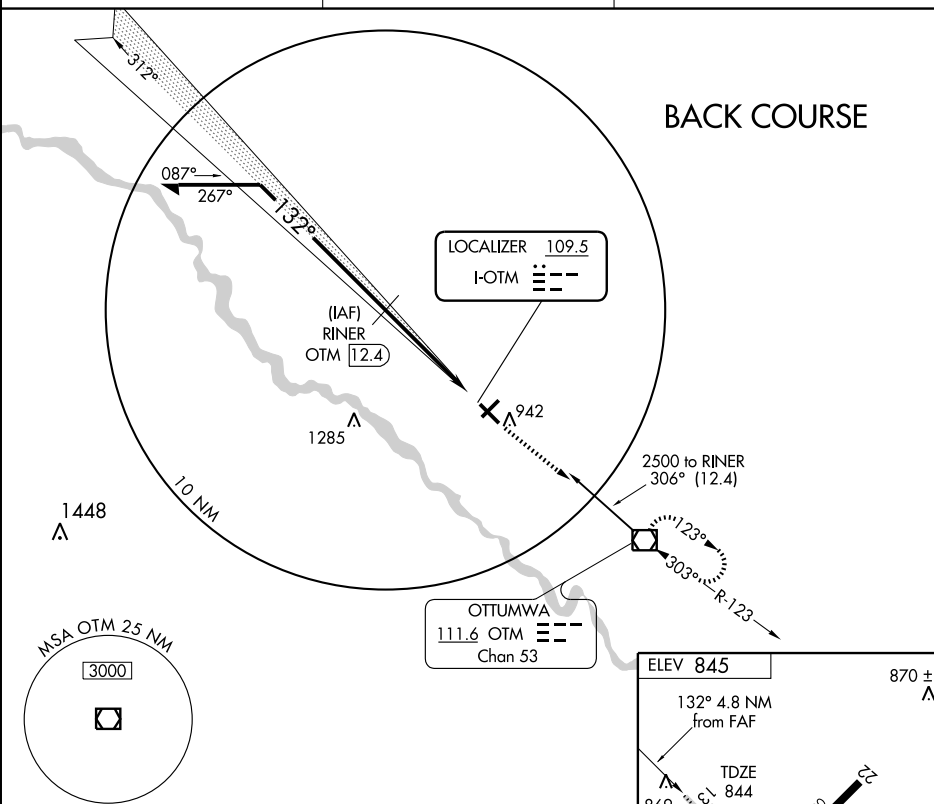
ODALS

MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

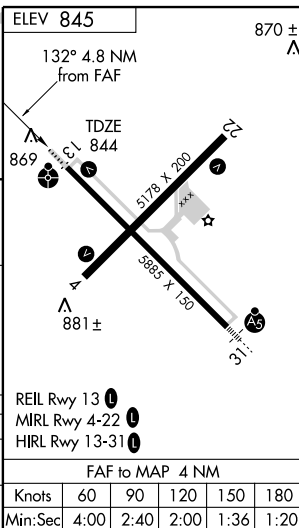
ASOS  
**124.175**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
S-13	1220-1	376 (400-1)		NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA



REIL Rwy 13 **0**  
MIRL Rwy 4-22 **0**  
HIRL Rwy 13-31 **0**

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

WAAS CH <b>86300</b> <b>W13A</b>	APP CRS <b>132°</b>	Rwy Idg TDZE Apt Elev	<b>5885</b> <b>844</b> <b>845</b>
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# RNAV (GPS) RWY 13

OTTUMWA RGNL (OTM)

**▼** DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F).  
 When local altimeter setting not received, use Oskaloosa altimeter setting and increase all DA/MDA 20 feet.  
 Baro-VNAV NA when using Oskaloosa altimeter setting.  
 Inoperative table does not apply to LPV.

ODALS

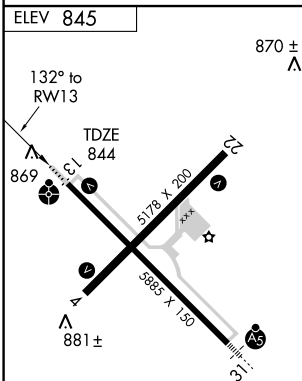
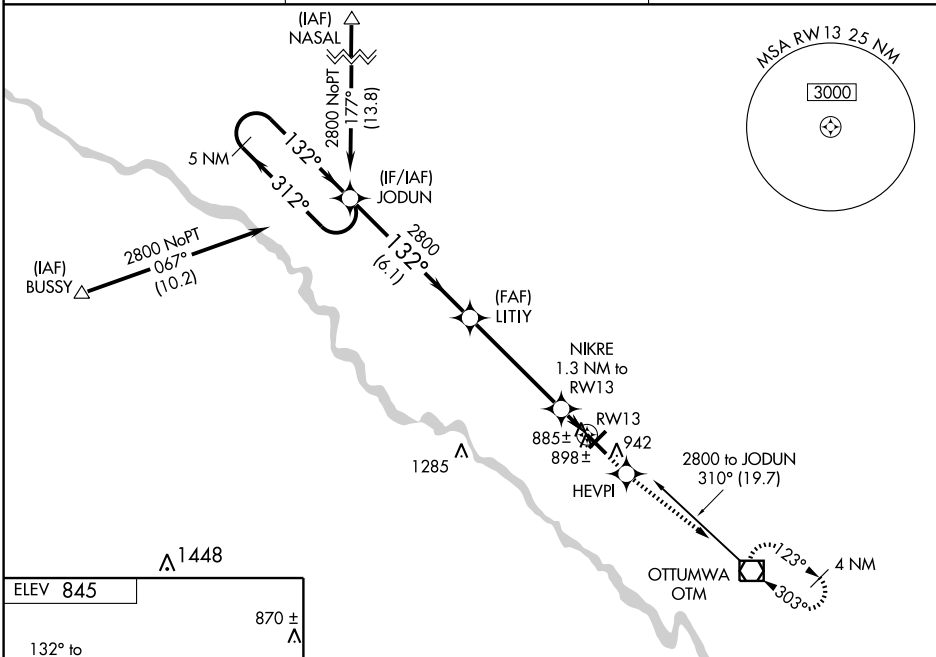


MISSED APPROACH: Climb to 2800 direct HEVPI and via 125° track to OTM VOR/DME and hold.

ASOS  
**124.175**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**123.0**(CTAF) **0**



5 NM Holding Pattern				
JODUN		LITIY		2800
2800 ← 312°		132° →		2800
GS 3.00°		TCH 41		
6.1 NM		4.6 NM		1.3 NM
CATEGORY	A	B	C	D
LPV DA	1094-1 250 (300-1)			NA
LNAV/VNAV DA	1135-¾ 291 (300-¾)			NA
LNAV MDA	1160-¾ 316 (400-¾)			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1½ 455 (500-1½)	NA

REIL Rwy 13 **0**  
 MIRL Rwy 4-22 **0**  
 HIRL Rwy 13-31 **0**

OTTUMWA, IOWA  
 Orig-A 09127

41°06'N-92°27'W

OTTUMWA RGNL (OTM)  
**RNAV (GPS) RWY 13**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

# RNAV (GPS) RWY 22

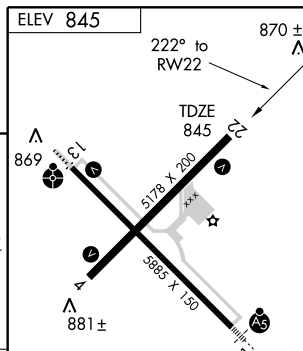
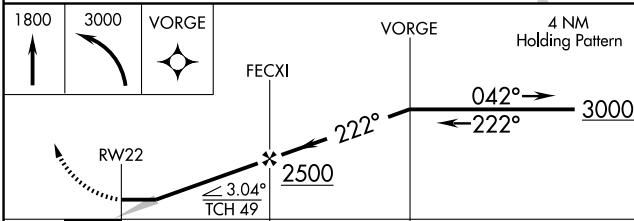
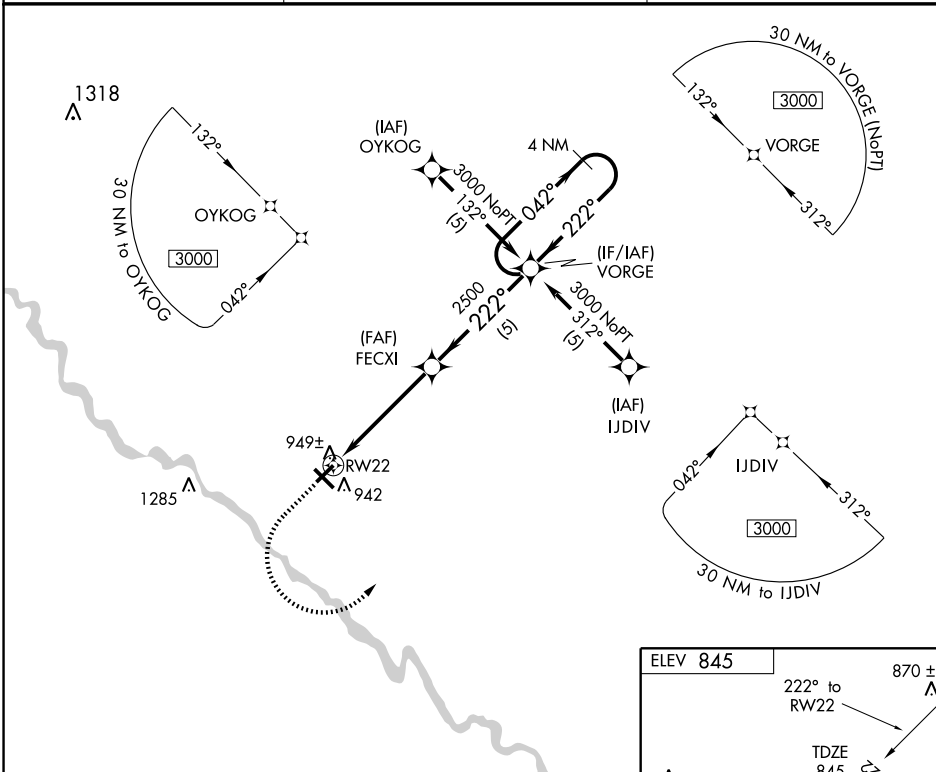
OTTUMWA RGNL (OTM)

APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>5178</b> <b>845</b> <b>845</b>
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**▽** DME/DME RNP -0.3 NA.  
**△** NA When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct VORGE WP and hold.

ASOS <b>124.175</b>	CHICAGO CENTER <b>118.15 354.1</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV/VNAV	DA	NA	NA	NA
LNAV MDA	1200-1	355 (400-1)	NA	NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1 1/2 455 (500-1 1/2)	NA

REIL Rwy 13 **0**  
MIRL Rwy 4-22 **0**  
HIRL Rwy 13-31 **0**

WAAS CH <b>93611</b> <b>W31A</b>	APP CRS <b>312°</b>	Rwy Idg TDZE <b>841</b> Apt Elev <b>845</b>
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## RNAV (GPS) RWY 31

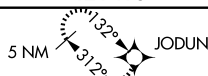
OTTUMWA RGNL (OTM)

- T** For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
- A** Baro-VNAV and VDP NA when using Fairfield altimeter setting. When local altimeter setting not received, use Fairfield altimeter setting and increase all DA 56 feet and all MDA 60 feet. Increase LNAV/VNAV all cats and LNAV Cat C ¼ mile.
- For inoperative MALSR when using Fairfield altimeter setting, increase LPV all Cats visibility to 1 mile.

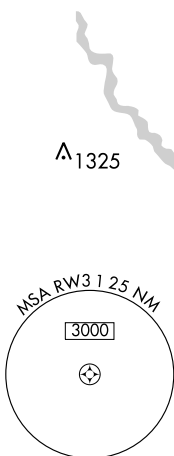
MALSR



MISSED APPROACH: Climb to 2800 direct JODUN and hold.

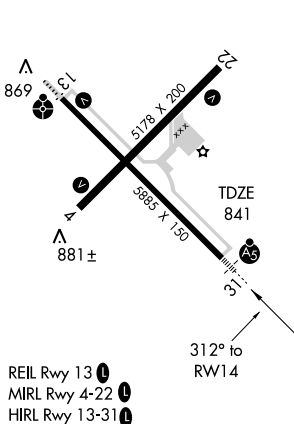
ASOS  
**124.175**CHICAGO CENTER  
**118.15 354.1**UNICOM  
**123.0 (CTAF) 0**

Procedure NA for arrivals at ZEDGU via V206 southbound, and arrivals at VOYUG via V434 eastbound.



ELEV 845

870 ± A



CATEGORY	A		B		C		D	
	1091-½		250 (300-½)				NA	
LNAV/ VNAV DA	1192-¾		351 (400-¾)				NA	
LNAV MDA	1300-½		459 (500-½)		1300-¾ 459 (500-¾)		NA	
CIRCLING	1300-1		455 (500-1)		1300-½ 455 (500-½)		NA	

VOR/DME OTM  
**111.6**  
Chan **53**

APP CRS  
**124°**

Rwy Idg **5885**  
TDZE **844**  
Apt Elev **845**

**VOR/DME RWY 13**  
OTTUMWA RGNL (OTM)



When local altimeter setting not received, use Oskaloosa altimeter setting and increase all MDA 20 feet.

ODALS

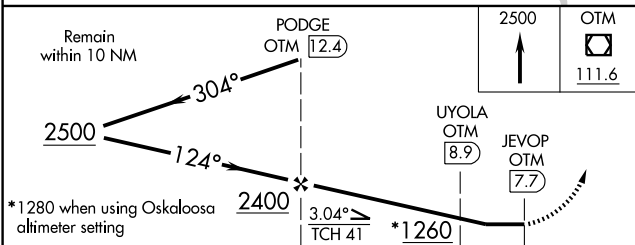
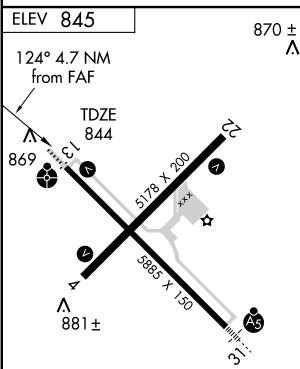
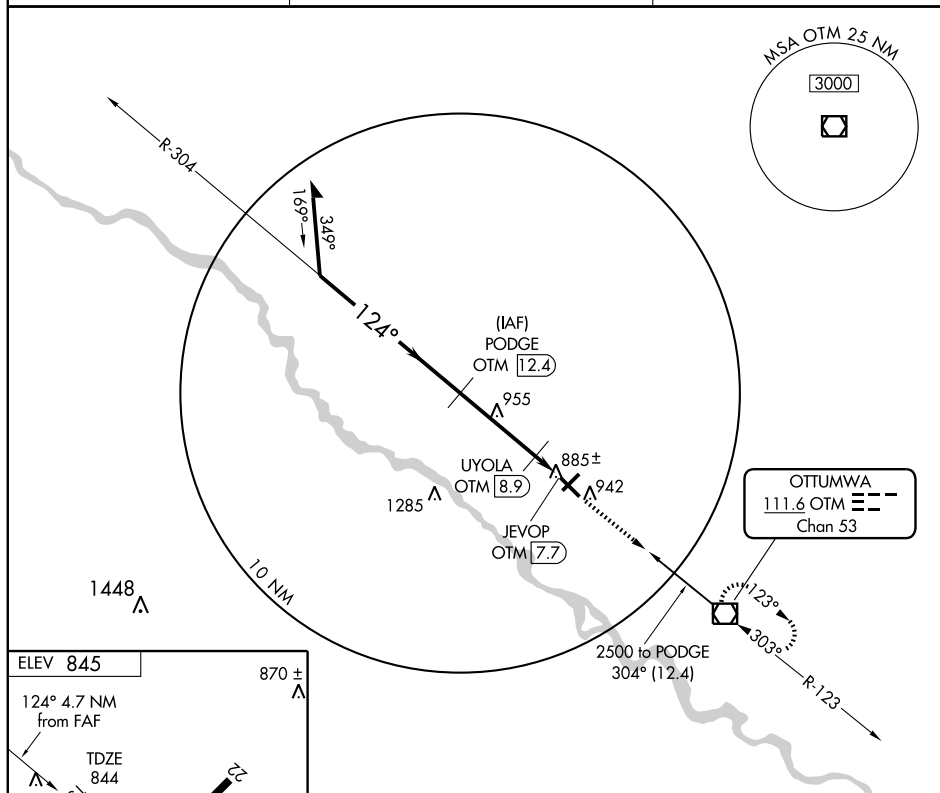


MISSED APPROACH: Climb to 2500 direct OTM VOR/DME and hold.

ASOS  
**124.175**

CHICAGO CENTER  
**118.15 354.1**

UNICOM  
**123.0** (CTAF) **0**



CATEGORY	A	B	C	D
S-13	1140- $\frac{3}{4}$ 296 (300- $\frac{3}{4}$ )			NA
CIRCLING	1260-1 415 (500-1)	1300-1 455 (500-1)	1300-1 $\frac{1}{2}$ 455 (500-1 $\frac{1}{2}$ )	NA

REIL Rwy 13 **0**  
MIRL Rwy 4-22 **0**  
HIRL Rwy 13-31 **0**

OTTUMWA, IOWA  
Amdt 7A 09127

41°06'N-92°27'W

OTTUMWA RGNL (OTM)  
**VOR/DME RWY 13**



VOR/DME OTM  
**111.6**  
Chan **53**

APP CRS  
303°

Rwy Idg	<b>5885</b>
TDZE	<b>841</b>
Apt Elev	<b>845</b>

VOR RWY 31  
OTTUMWA RGNL (OTM)

**T** When local altimeter setting not received, use Fairfield altimeter setting and increase all MDA 60 feet, increase S-31

**A** Cat C and ZARVO fix minimums S-31 Cat C visibility  $\frac{1}{4}$  mile.

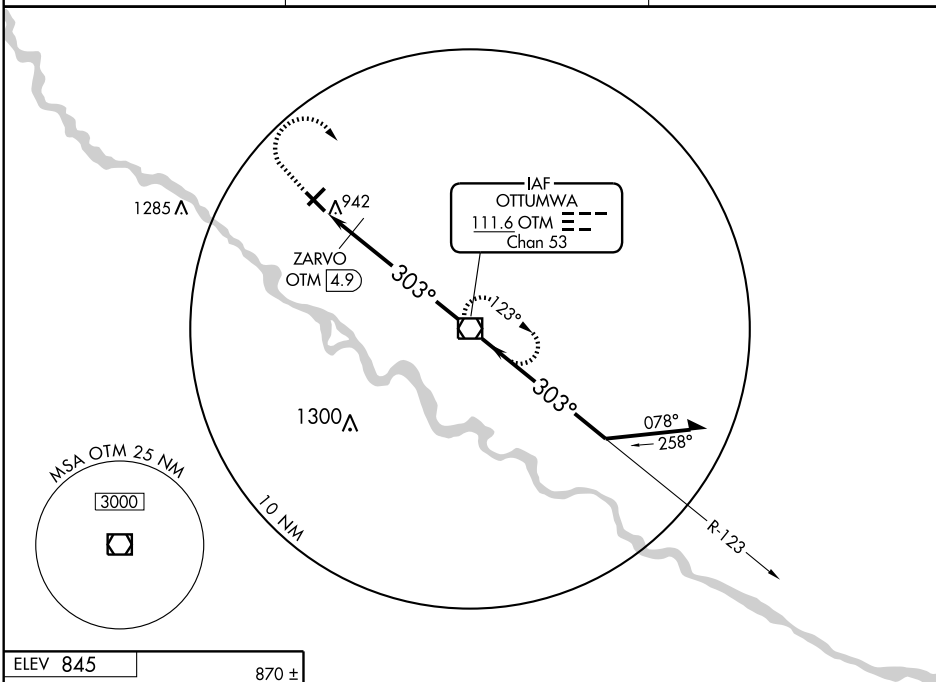
MALSR

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2800 direct OTM VOR/DME and hold.

ASOS  
**124.175**

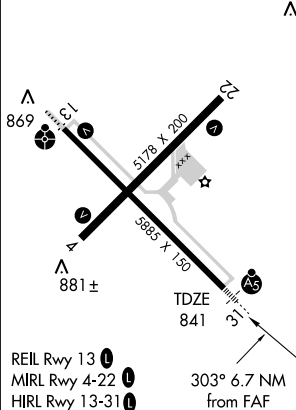
CHICAGO CENTER  
118.15 354.1

UNICOM  
123.0 (CTAF) **L**



ELEV	845
------	-----

870 ±



REIL Rwy 13 **L**  
MIRL Rwy 4-22 **L**  
HIRL Rwy 13-31 **L**

03° 6.7 NM  
from FAF

FAF to MAP 6.7 NM

Knots	60	90	120	150	180
Min:Sec	6:42	4:28	3:21	2:41	2:14

OTTUMWA, IOWA  
amdt 15 09071

\*1400 when using Fairfield altimeter setting.

Remain within 10 NM

VOR/DME

123°

303°

303°

2800

2800

1340\*

1.0 NM

0.8 NM

4.9 NM

OTTUMWA RGNL (OTM)  
VOR RWY 31

41°06'N-92°27'W

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

**OTTUMWA RGNL** (OTM) 5 NW UTC-6(-5DT) N41°06.40' W92°26.88'

845 B S4 FUEL 100LL, JET A OX 1, 2 NOTAM FILE OTM

RWY 13-31: H5885X150 (ASPH-CONC) S-80, D-105, 2S-133, 2D-175 HIRL

RWY 13: ODALS. REIL. VASI(V4L)—GA 3.0° TCH 41'.

RWY 31: MALSR.

RWY 04-22: H5178X200 (ASPH) S-42, D-65, 2S-83, 2D-120 MIRL

RWY 04: VASI(V4L)—GA 3.0° TCH 45'. Tree.

RWY 22: VASI(V4L)—GA 3.0° TCH 49'. Tree.

**AIRPORT REMARKS:** Attended 1300-0200Z. For attendant after hrs call 641-683-3226. Skydiving invof arpt. Ultralight activity on and invof arpt Mon-Fri 2200Z to one half hour after sunset, Sat, Sun and holidays SR to one half hour after SS. Rwy 31 is preferred calm wind rwy. Oxygen avbl dalgt hrs only. Line-of-sight vision blocked between Rws 22 and 31. Twy A from intersection Rwy 04-22 and Rwy 13-31 to AER 13 36' wide. ACTIVATE MALSR Rwy 31, HIRL Rwy 13-31; MIRL Rwy 04-22, VASI Rwy 04, Rwy 22 and Rwy 13 and ODALS Rwy 13 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** ASOS 124.175 (641) 684-9164. HIWAS 111.6 OTM.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

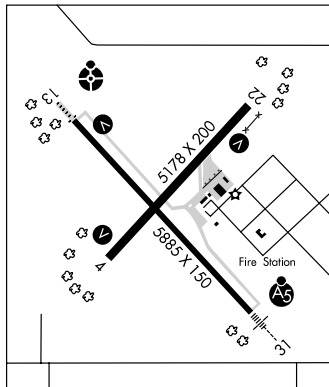
RCO 122.4 (FORT DODGE RADIO)

Ⓡ **CHICAGO CENTER APP/DEP CON** 118.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTM.

(L) VOR/DME 111.6 OTM Chan 53 N41°01.75' W92°19.56' 304° 7.2 NM to fld. 820/6E. HIWAS.

ILS 109.5 I-OTM Rwy 31. Class IT. ILS unmonitored. Localizer backcourse unusable byd 16 NM.



CHICAGO

H-5D, L-27A

IAP, AD

**PAULLINA MUNI** (1Y9) 1 E UTC-6(-5DT) N42°59.27' W95°39.87'

1385 FUEL 100LL NOTAM FILE FOD

RWY 17-35: H2800X28 (ASPH-TURF) LIRL (NSTD)

RWY 17: Tree. RWY 35: Road.

**AIRPORT REMARKS:** Unattended. For fuel call 712-448-2522. Rwy 17-35 28' asph in center of 120' wide turf strip.

Rwy 17-35 NSTD LIRL rwy lgts 60' from centerline. ACTIVATE LIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF 122.9

OMAHA

**PELLA MUNI** (PEA) 1 W UTC-6(-5DT) N41°24.07' W92°56.75'

885 B S4 FUEL 100LL, JET A TPA-1701(816) NOTAM FILE PEA

RWY 16-34: H5403X75 (CONC) S-30, D-40 MIRL 0.3% up NW

RWY 16: REIL. PAPI(P2L)—GA 3.3° TCH 37'. Thld dspcd 200'. Tree.

RWY 34: REIL. PAPI(P2L)—GA 3.0° TCH 31'. Thld dspcd 200'. Tree.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 16: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

RWY 34: TORA-5400 TODA-5400 ASDA-5200 LDA-5000

**AIRPORT REMARKS:** Attended Mon-Sat 1300Z to dusk, Sun 1800-2300Z. On call after hrs, contact arpt manager on 641-628-9393. Deer on and invof arpt. MIRL Rwy 16-34 preset low ints, to increase ints and ACTIVATE PAPI and REIL Rwy 16 and Rwy 34—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.875 (641) 628-3459.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **DES MOINES APP/DEP CON** 123.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TNU.

NEWTON (L) VOR/DME 112.5 TNU Chan 72 N41°47.03'

W93°06.54' 159° 24.1 NM to fld. 980/3E.

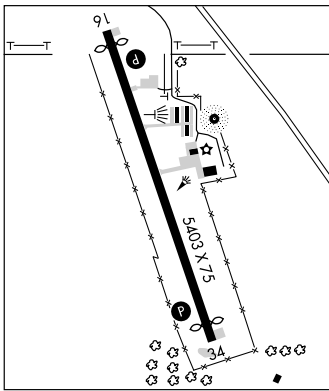
NDB (MHW) 257 PEA N41°24.27' W92°56.68' at fld.

NOTAM FILE PEA.

CHICAGO

H-5D, L-121, 27A

IAP



NDB PEA	APP CRS	Rwy Idg	5000
<u>257</u>	353°	TDZE	880
		Apt Elev	885

NDB RWY 34  
PELLA MUNI (PEA)

**T** When local altimeter setting not received, use Knoxville  
**A** **NA** altimeter setting and increase all MDA 40 feet.

**MISSED APPROACH:** Climb to 2500 then right turn direct PEA NDB and hold.

AWOS-3  
118.875

DES MOINES APP CON  
**123.9 307.15**


UNICOM  
122.8 (CTAF) **L**

NEWTON  
112.5 TNU  $\frac{1}{2}$   
Chan 72

Λ  
1642


IAF  
PELLA  
257 PEA :--

3000  
- 086°  
(31.9)

DES MOINES  
117.5 DSM   
Chgn 122

NASAL

SA PEA 25 NM

(090° → 

ELEV 885	D
----------	---

91

TDZF

MIRL Rwy 16-34 **L**

REIL Rwy 16 and 3

2500

PEA

NDB

Remain  
within 10 NM

CATEGORY

A

B

C

D

C 24

1 420 1 540 (400 1)

1420-1½

Al.

CIRCUIT

1,400 1,525 (100%)

1440-1½

1

PELLA, IOWA  
Amdt 7C 09267

41°24'N - 92°57'W

PELLA MUNI (PEA)  
NDB RWY 34

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

WAAS CH <b>77610</b> <b>W16A</b>	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>885</b> <b>885</b>
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## RNAV (GPS) RWY 16

PELLA MUNI (PEA)

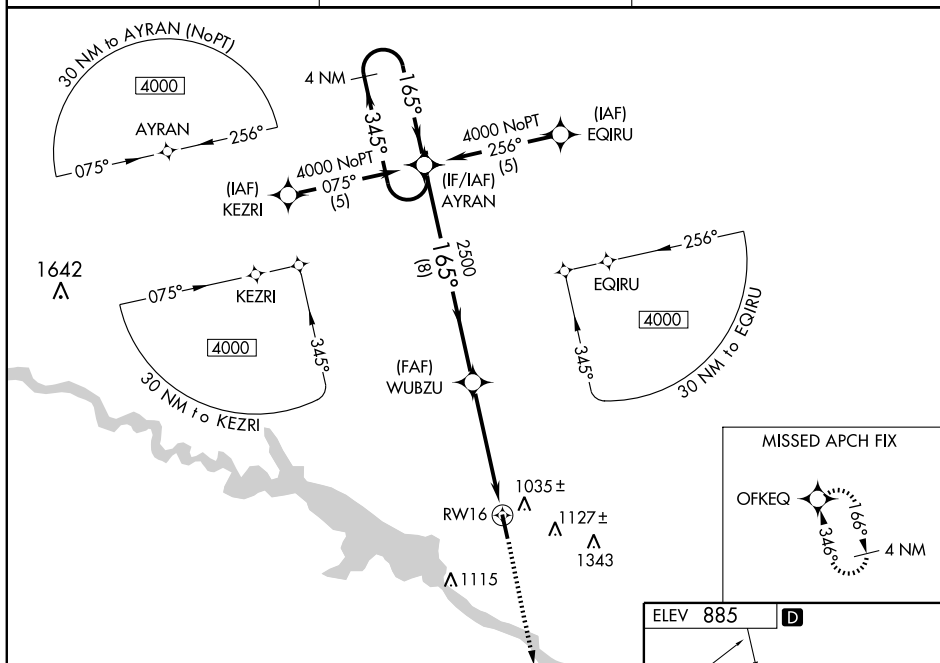
**▼** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** Baro-VNAV NA when using Knoxville altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
 When local altimeter setting not received, use Knoxville altimeter setting and increase all DA 29 feet and all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct OFKEQ and hold.

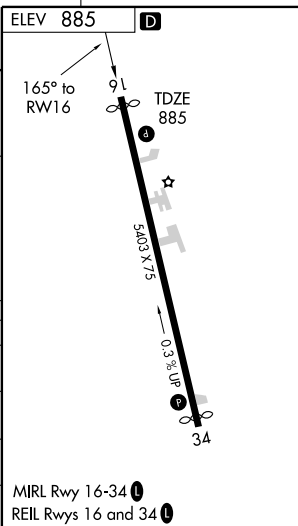
AWOS-3  
**118.875**

DES MOINES APP CON  
**123.9 307.15**

UNICOM  
**122.8 (CTAF) ①**



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident.		3000	OFKEQ
4000 ← 345° → 165°		WUBZU		RWY 16	
GS 3.00° TCH 40		2500			
		8 NM		4.9 NM	
CATEGORY	A	B	C	D	
LPV DA	1232-1¼		347 (400-1¼)	NA	
LNAV/VNAV DA	1288-1½		403 (500-1½)	NA	
LNAV MDA	1360-1	475 (500-1)	1360-1¼ 475 (500-1¼)	NA	
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA	



APP CRS <b>345°</b>	Rwy Idg <b>5000</b>
	TDZE <b>879</b>
	Apt Elev <b>885</b>

# RNAV (GPS) RWY 34

PELLA MUNI (PEA)

**▼** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use Knoxville altimeter setting and increase all MDA 40 feet.

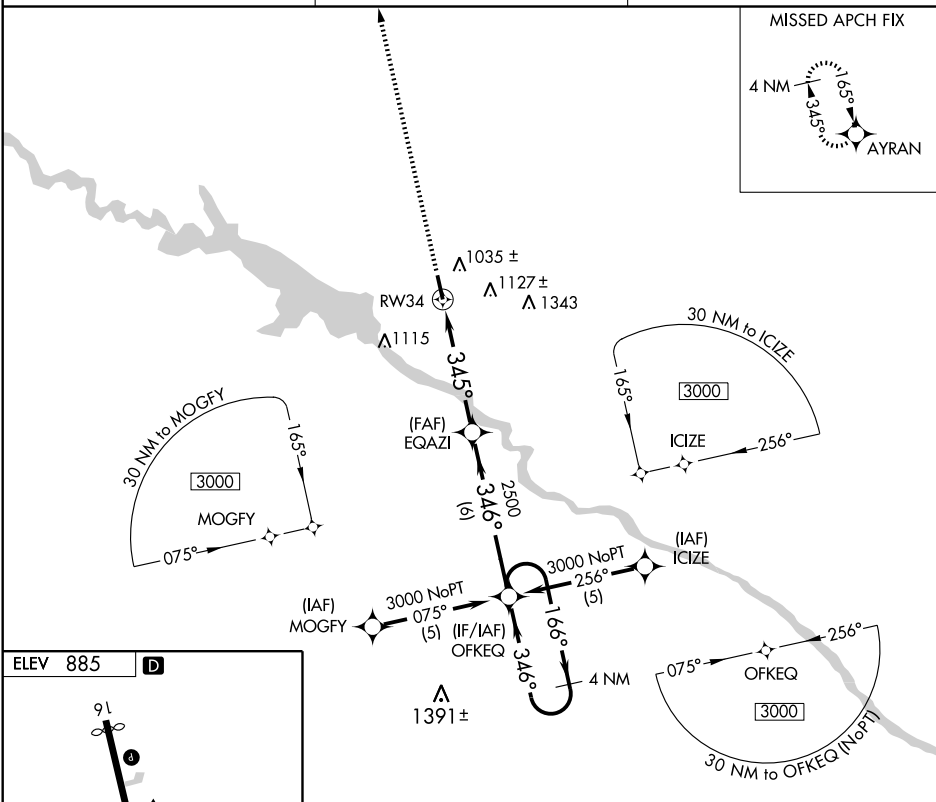
MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3  
**118.875**

DES MOINES APP CON  
**123.9 307.15**

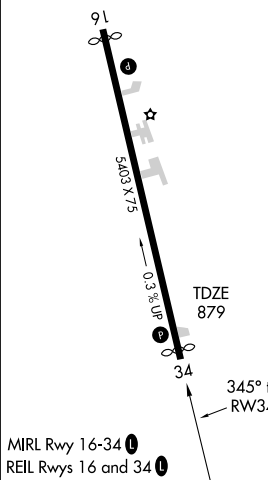
UNICOM  
**122.8 (CTAF) ①**

MISSED APCH FIX



ELEV 885

**D**



4000	AYRAN	VGSI and descent angles not coincident		OFKEQ	4 NM Holding Pattern
CATEGORY	A	B	C	D	
LNVA MDA	1320-1	441 (500-1)	1320-1¼ 441 (500-1¼)	NA	
CIRCLING	1380-1	495 (500-1)	1440-1½ 555 (600-1½)	NA	

**PERRY MUNI** (PRO) 3 W UTC-6(-5DT) N41°49.68' W94°09.59'

1013 B S4 FUEL 100LL, JET A NOTAM FILE FOD

RWY 14-32: H4001X75 (CONC) S-28, D-48 MIRL

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 27'. P-line.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Brush.

RWY 04-22: 2322X237 (TURF) 0.7% up SW

RWY 22: Trees.

**AIRPORT REMARKS:** Attended Apr-Sep, Mon-Sat 1400-0000Z, Sun 1400-2200Z, Oct-Mar, Mon-Sat 1400-2300Z, Sun 1500-2100Z. Unattended Thanksgiving, Christmas Day, New Years Day and Easter Sunday. Parachute Jumping. Rwy 04-22 has badger holes. Rwy 04-22 no snow removal. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.0 (515) 465-2269.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ DES MOINES APP/DEP CON 135.2

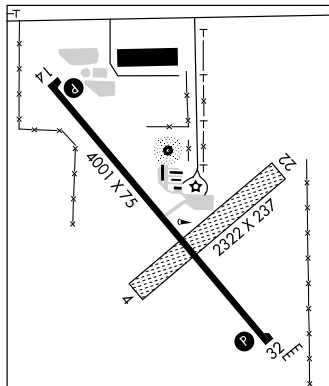
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 309° 32.8 NM to fld. 940/7E. HIWAS.

NDB (MHW) 251 PRO N41°49.83' W94°09.60' at fld.

NOTAM FILE FOD. SHUTDOWN.



**POCAHONTAS MUNI** (POH) 1 NE UTC-6(-5DT) N42°44.57' W94°38.84'

1226 B FUEL 100LL, MOGAS NOTAM FILE FOD

RWY 11-29: H4100X60 (CONC) S-15 MIRL

RWY 11: REIL. PAPI(P2L)—GA 3.2° TCH 30'. Tree.

RWY 29: REIL. VASI(V2L)—GA 3.0°. Road.

RWY 18-36: 1998X135 (TURF)

RWY 18: Road.

**AIRPORT REMARKS:** Unattended. For svcs call sheriff's office 712-335-3308. Rwy 29 is calm wind rwy. Rwy 18-36 marked with yellow cones. REIL Rwy 11 OTS indef. REIL Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11-29, PAPI Rwy 11, VASI Rwy 29 and REIL, Rwy 11 and Rwy 29—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8.

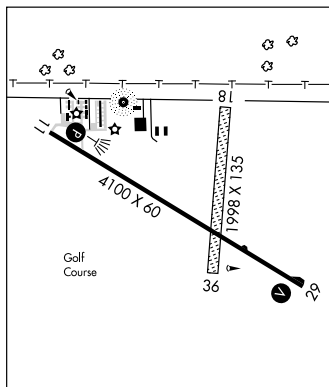
MINNEAPOLIS CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 290° 17.5 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 428 POH N42°44.78' W94°38.95' at fld.



**PORT CITY** N41°21.98' W91°08.94' NOTAM FILE MUT.

(L) VORW/DME 116.5 DDD Chan 112 at Muscatine Muni. 540/1E. DME unusable 181°-024° byd 25 NM.

CHICAGO

L-27B

## POSTVILLE

**DALE DELIGHT** (Y16) 2 SW UTC-6(-5DT) N43°04.73' W91°36.91'

1200 NOTAM FILE FOD

RWY 11-29: 2325X70 (TURF)

RWY 29: Road.

**AIRPORT REMARKS:** Unattended. Rwy 11-29 abrupt drop-off at Rwy 11 thld. No snow removal—call 563-864-3256 for arpt conditions. Rwy 11-29 marked with yellow cones along rwy edges and at thlds.

**COMMUNICATIONS:** CTAF 122.9

CHICAGO

APP CRS	Rwy Idg	<b>4001</b>
<b>135°</b>	TDZE	<b>1012</b>
	Apt Elev	<b>1013</b>

# GPS RWY 14

PERRY MUNI (PRO)

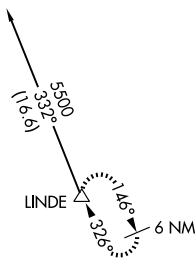
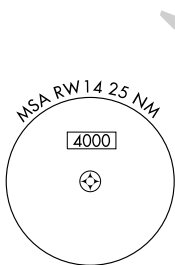
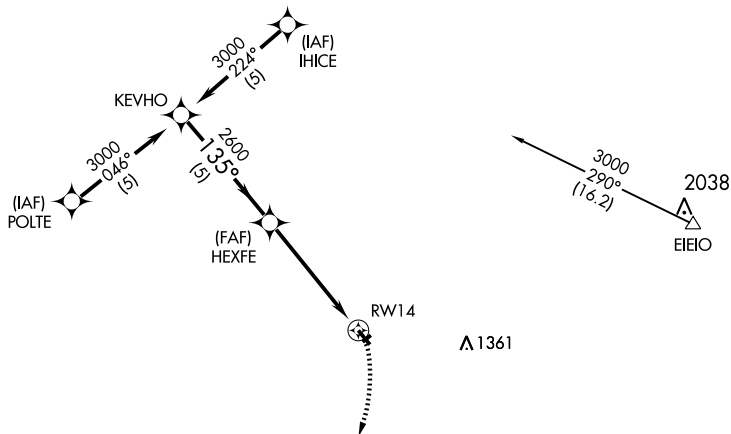
**NA** When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 6000 direct LINDE WP and hold.

AWOS-3  
**118.0**

DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8 (CTAF)**



KEVHO

HEXFE

6000

LINDE



3000

135°

2600

RWY14

Procedure  
Turn  
NA

5 NM

5 NM

CATEGORY

A

B

C

D

S-14

1480-1

468 (500-1)

NA

CIRCLING

1480-1

467 (500-1)

NA

ELEV 1013

135° to

RWY14

TDZE

1012

400' X 75'

232' X 237'

0.7% UP

32

MIRL Rwy 14-32

REIL Rwy 14 and 32





NDB PRO <b>251</b>	APP CRS <b>325°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1012</b> <b>1013</b>
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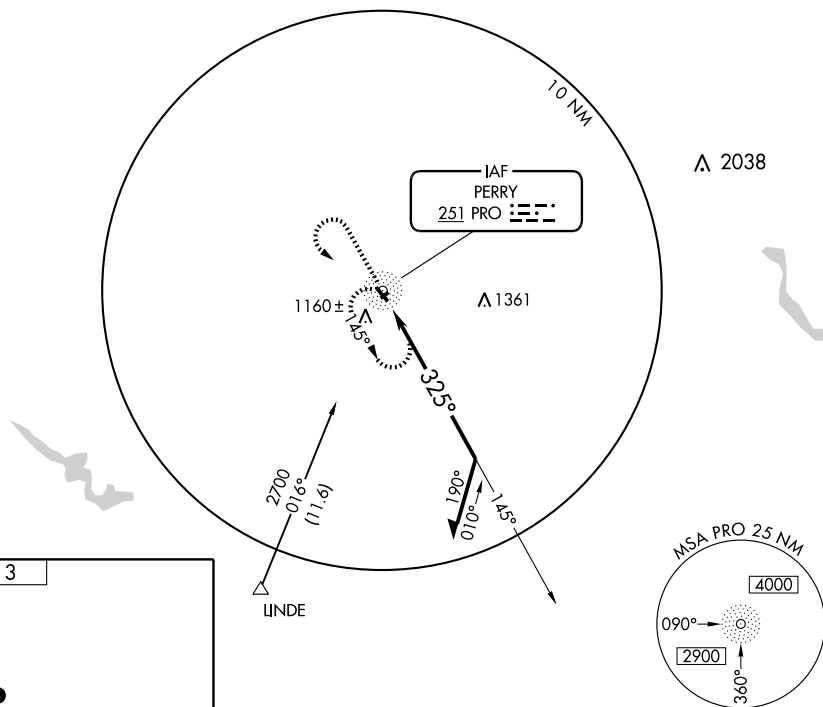
**NDB RWY 32**  
PERRY MUNI (PRO)

<p><b>NA</b></p> <p>When local altimeter setting not received, use Boone altimeter setting and increase all MDA 80 feet.</p>	<p>MISSED APPROACH: Climb to 2700, then left turn direct PRO NDB and hold.</p>
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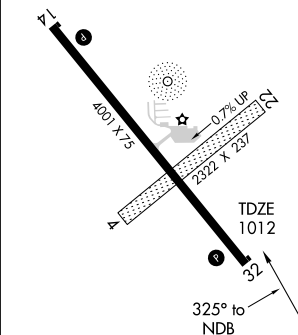
AWOS-3  
**118.0**

DES MOINES APP CON  
**135.2 360.7**

UNICOM  
**122.8 (CTAF) 0**



ELEV 1013





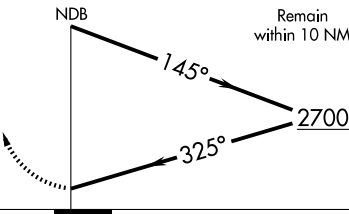
MIRL Rwy 14-32 **0**  
REIL Rwy 14 and 32 **0**

PERRY, IOWA  
Amdt 5B 08353

41°50'N-94°10'W

PERRY MUNI (PRO)  
**NDB RWY 32**

NC-3, 26 AUG 2010 to 23 SEP 2010

2700 ↑		PRO  <u>251</u>		
CATEGORY	A	B	C	D
S-32	1680-1	668 (700-1)	NA	
CIRCLING	1680-1	667 (700-1)	NA	

WAAS CH <b>90508</b> <b>W32A</b>	APP CRS <b>315°</b>	Rwy Idg TDZE Apt Elev	<b>4001</b> <b>1012</b> <b>1013</b>
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## RNAV (GPS) RWY 32

PERRY MUNI (PRO)

**▼** When local altimeter setting not received, use Boone altimeter setting and increase all DA 65 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV visibility ¼ mile all Cats.  
**▲ NA** Baro-VNAV NA when using Boone altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).  
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 3500 direct FOXEV and via 225° track to HIGRA and via 151° track to LINDE and hold.

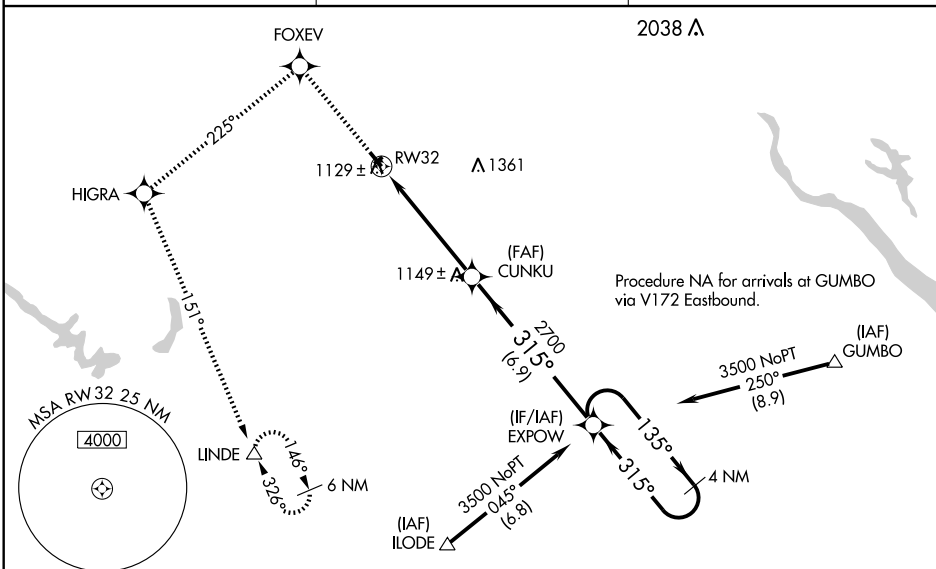
AWOS-3

**118.0**

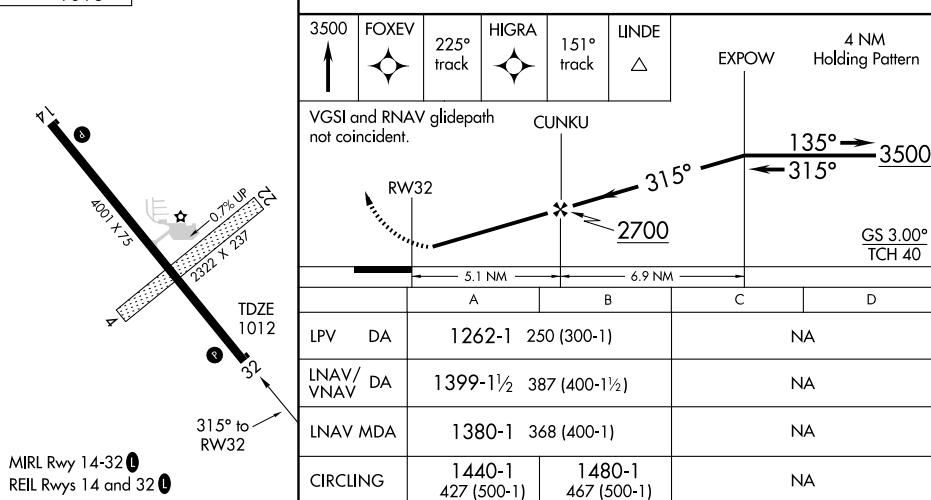
DES MOINES APP CON

**135.2 360.7**

UNICOM

**122.8 (CTAF) 0**

ELEV 1013



**PERRY MUNI** (PRO) 3 W UTC-6(-5DT) N41°49.68' W94°09.59'

OMAHA

1013 B S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 14-32: H4001X75 (CONC) S-28, D-48 MIRL

IAP

RWY 14: REIL. PAPI(P2L)—GA 3.0° TCH 27'. P-line.

RWY 32: REIL. PAPI(P2L)—GA 3.0° TCH 28'. Brush.

RWY 04-22: 2322X237 (TURF) 0.7% up SW

RWY 22: Trees.

**AIRPORT REMARKS:** Attended Apr-Sep, Mon-Sat 1400-0000Z, Sun 1400-2200Z, Oct-Mar, Mon-Sat 1400-2300Z, Sun 1500-2100Z. Unattended Thanksgiving, Christmas Day, New Years Day and Easter Sunday. Parachute Jumping. Rwy 04-22 has badger holes. Rwy 04-22 no snow removal. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32 and REIL Rwy 14 and Rwy 32—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.0 (515) 465-2269.**COMMUNICATIONS:** CTAF/UNICOM 122.8

⑧ DES MOINES APP/DEP CON 135.2

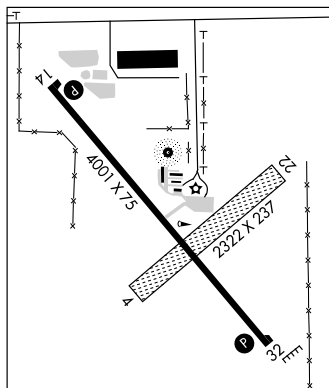
**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 309° 32.8 NM to fld. 940/7E. HIWAS.

NDB (MHW) 251 PRO N41°49.83' W94°09.60' at fld.

NOTAM FILE FOD. SHUTDOWN.

**POCAHONTAS MUNI** (POH) 1 NE UTC-6(-5DT) N42°44.57' W94°38.84'

OMAHA

1226 B FUEL 100LL, MOGAS NOTAM FILE FOD

L-121

RWY 11-29: H4100X60 (CONC) S-15 MIRL

IAP

RWY 11: REIL. PAPI(P2L)—GA 3.2° TCH 30'. Tree.

RWY 29: REIL. VASI(V2L)—GA 3.0°. Road.

RWY 18-36: 1998X135 (TURF)

RWY 18: Road.

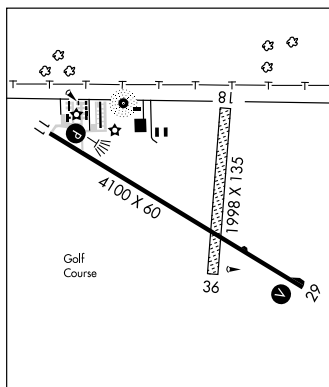
**AIRPORT REMARKS:** Unattended. For svcs call sheriff's office 712-335-3308. Rwy 29 is calm wind rwy. Rwy 18-36 marked with yellow cones. REIL Rwy 11 OTS indef. REIL Rwy 29 OTS indef. ACTIVATE MIRL Rwy 11-29, PAPI Rwy 11, VASI Rwy 29 and REIL, Rwy 11 and Rwy 29—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8.**MINNEAPOLIS CENTER APP/DEP CON** 134.0**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 290° 17.5 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 428 POH N42°44.78' W94°38.95' at fld.

**PORT CITY** N41°21.98' W91°08.94' NOTAM FILE MUT.

CHICAGO

(L) VORW/DME 116.5 DDD Chan 112 at Muscatine Muni. 540/1E. DME unusable 181°-024° byd 25 NM.

L-27B

**POSTVILLE****DALE DELIGHT** (Y16) 2 SW UTC-6(-5DT) N43°04.73' W91°36.91'

CHICAGO

1200 NOTAM FILE FOD

RWY 11-29: 2325X70 (TURF)

RWY 29: Road.

**AIRPORT REMARKS:** Unattended. Rwy 11-29 abrupt drop-off at Rwy 11 thld. No snow removal—call 563-864-3256 for arpt conditions. Rwy 11-29 marked with yellow cones along rwy edges and at thlds.

**COMMUNICATIONS:** CTAF 122.9

NDB POH <b>428</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>4100</b> <b>1224</b> <b>1224</b>
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# NDB or GPS RWY 11

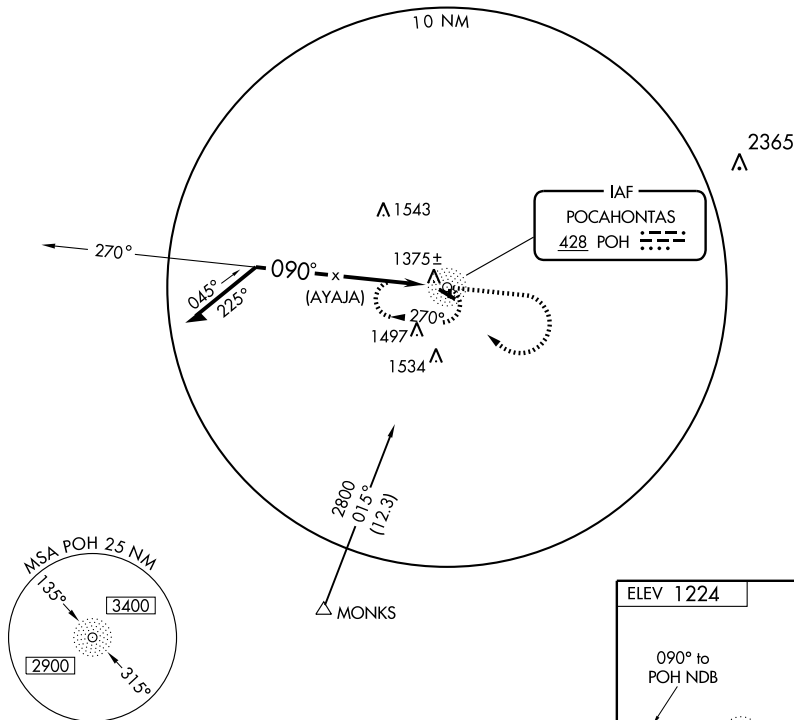
POCAHONTAS MUNI (POH)

**NA** Use Fort Dodge altimeter setting.

MISSED APPROACH: Climb to 2800 then right turn direct POH NDB and hold.

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF)**



ELEV 1224

090° to  
POH NDB

TDZE

1224

4100 X 60

1998 X 135

0.2% Up

36

81

29

REIL Rwy 11 and 29

MIRL Rwy 11-29

1

1

1

1

1

1

1

1

1

1

1

1

1

1

Remain  
within 10 NM

NDB

270°

(AYAJA)

090°

2800

2800

↑

POH

428



↑

CATEGORY	A	B	C	D
S-11	1880-1	656 (700-1)	1880-1¾ 656 (700-1¾)	NA
CIRCLING	1880-1 656 (700-1)	1940-1 716 (800-1)	1940-2 716 (800-2)	NA

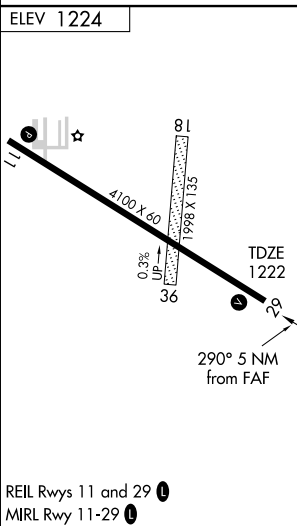
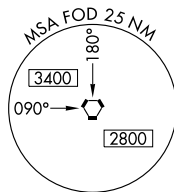
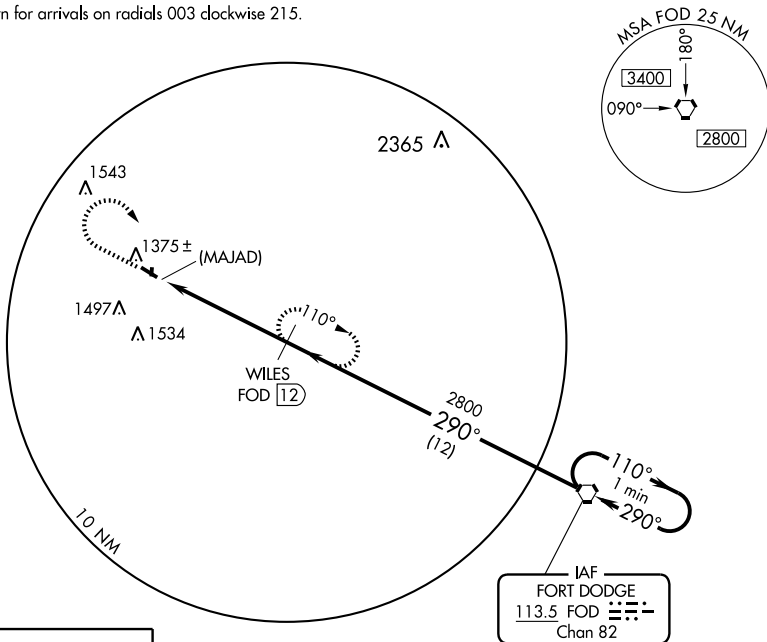
VORTAC FOD <b>113.5</b> Chan <b>82</b>	APP CRS <b>290°</b>	Rwy Idg TDZE Apt Elev	<b>4100</b> <b>1222</b> <b>1224</b>
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# VOR/DME or GPS RWY 29

POCAHONTAS MUNI (POH)

 <b>NA</b> Use Fort Dodge altimeter setting.	MISSED APPROACH: Climb to 2800 then right turn via FOD R-290 to WILES and hold.
MINNEAPOLIS CENTER <b>134.0 288.3</b>	UNICOM <b>122.8 (CTAF)</b> 

No Procedure Turn for arrivals on radials 003 clockwise 215.



2800	FOD R-290	WILES INT	WILES FOD 12	VORTAC	One Minute Holding Pattern
(MAJAD) FOD 17	290°	2800	110°	2800	290°
0.2	5 NM	12 NM			
CATEGORY	A	B	C	D	
S-29	1900-1	678 (700-1)	1900-2	678 (700-2)	NA
CIRCLING	1900-1	1940-1	1940-2	716 (800-2)	NA
	676 (700-1)	716 (800-1)			

**PRICE** N42°37.33' W92°30.57' NOTAM FILE ALO.  
**NDB (LOM)** 382 AL 126° 6.2 NM to Waterloo Rgnl. SHUTDOWN.

CHICAGO

**PRIMGHAR** (2Y0) 1 E UTC-6(-5DT) N43°04.68' W95°36.86'  
 1481 NOTAM FILE FOD

OMAHA

**Rwy 17-35:** 1985X105 (ASPH-TURF) LIRL

**Rwy 17:** Pole. **Rwy 35:** Fence.

**AIRPORT REMARKS:** Unattended. No phone avbl at arpt. Rwy 17-35 the N 855' by 20' center portion of rwy length is asph. Rwy 17-35 marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9

**PUFF** N43°21.09' W94°44.27' NOTAM FILE EST.  
**NDB (MHW)** 345 PUF 350° 3.4 NM to Estherville Muni.  
 NDB unusable 330°-120° by 15 NM.

OMAHA

L-121

## RADCLIFFE

**DRAKE** (2Y1) 1 E UTC-6(-5DT) N42°19.00' W93°25.01'  
 1179 NOTAM FILE FOD

OMAHA

**Rwy 08-26:** 2480X90 (TURF) LIRL (NSTD)

**Rwy 08:** Trees.

**AIRPORT REMARKS:** Unattended. Winter months, call 515-899-2169 for arpt conditions. Rwy 08-26 NSTD LIRL; solid clear; thld lgts solid green. ACTIVATE LIRL Rwy 08-26-122.8.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RED OAK MUNI** (RDK) 2 W UTC-6(-5DT) N41°00.65' W95°15.53'  
 1045 B S2 FUEL 100LL, JET A NOTAM FILE RDK

OMAHA

H-5C, L-10J, 121

**Rwy 05-23:** H5100X75 (CONC) MIRL

IAP

**Rwy 05:** REIL. PVASI(PSIL)—GA 3.0° TCH 26'. Thld displcd 1000'. Railroad.

**Rwy 23:** REIL. PVASI(PSIL)—GA 3.0° TCH 33'. Trees.

**Rwy 17-35:** H2901X60 (CONC) S-25 MIRL

**Rwy 17:** SAVASI(S2L)—GA 3.0° TCH 44'. Road.

**Rwy 35:** SAVASI(S2L)—GA 3.0° TCH 44'. P-line.

**Rwy 13-31:** 2050X210 (TURF)

**Rwy 13:** Road. **Rwy 31:** Pole.

**AIRPORT REMARKS:** Attended 1400-2300Z±. Rwy 13-31 CLOSED Nov-Apr. CAUTION: Ultralights on and in vof arpt. Rwy 23 is calm wind rwy. Rwy 13-31 ends and sides marked with yellow cones. ACTIVATE MIRL Rwy 17-35 and Rwy 05-23, PVASI Rwy 05 and Rwy 23, REIL Rwy 05 and Rwy 23 and SAVASI Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.775 (712) 623-3220.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® OMAHA APP/DEP CON 124.5

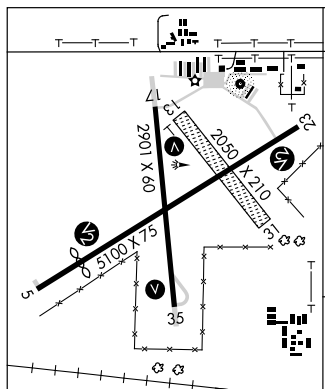
**GCO** 121.725 (six times for FORT DODGE FLIGHT SERVICES CLNC DEL.) OTS indef.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

**OMAHA (H) VORTAC** 116.3 OVR Chan 110 N41°10.04' W95°44.20' 105° 23.6 NM to fld. 1300/8E.

**HIWAS.**

**NDB (MHW)** 230 RDK N41°00.92' W95°15.34' at fld. NOTAM FILE RDK. Unmonitored.



NDB RDK <b>230</b>	APP CRS <b>144°</b>	Rwy Idg TDZE Apt Elev	<b>2901</b> <b>1045</b> <b>1045</b>
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# NDB RWY 17

RED OAK MUNI (RDK)



Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase S-17 Cat B and Circling Cat B visibilities ¼ mile.

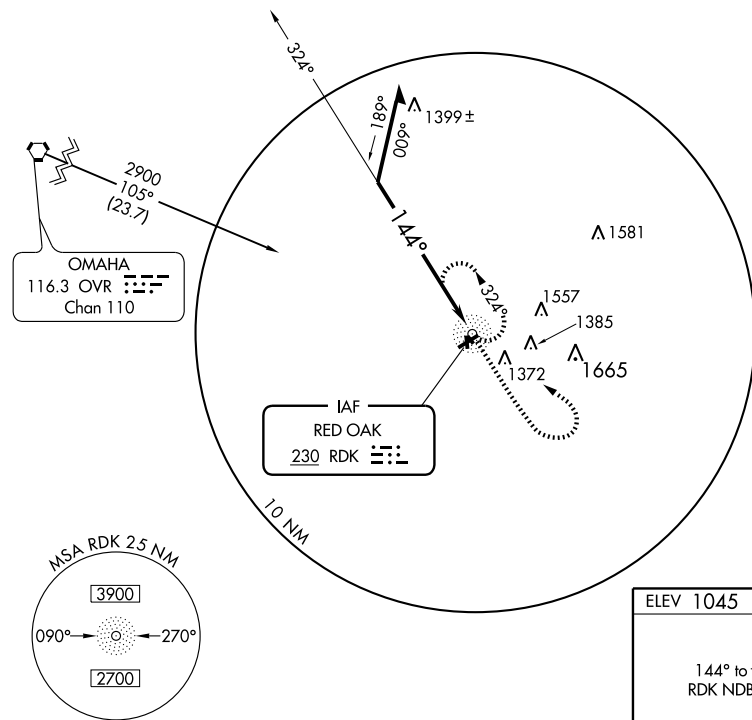
MISSED APPROACH: Climb to 2900 then left turn direct RDK NDB and hold.

AWOS-3  
**119.775**

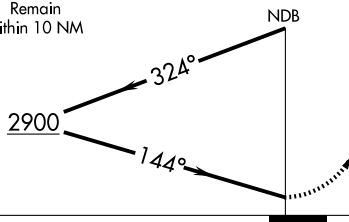
OMAHA APP CON  
**124.5 263.0**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF) 0**

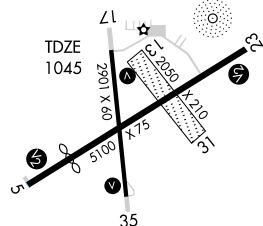


Remain  
within 10 NM



ELEV 1045

144° to  
RDK NDB



CATEGORY	A	B	C	D
S-17	1760-1	715 (800-1)	NA	
CIRCLING	1760-1	715 (800-1)	NA	

MIRL Rwy 5-23 and 17-35 0  
REIL Rwy 5 and 23 0

APP CRS **054°**  
Rwy Idg **4100**  
TDZE **1043**  
Apt Elev **1045**

# RNAV (GPS) RWY 5

RED OAK MUNI (RDK)

**▼** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet and increase Circling Cat B visibility ¼ mile. VDP NA when using Shenandoah altimeter setting.

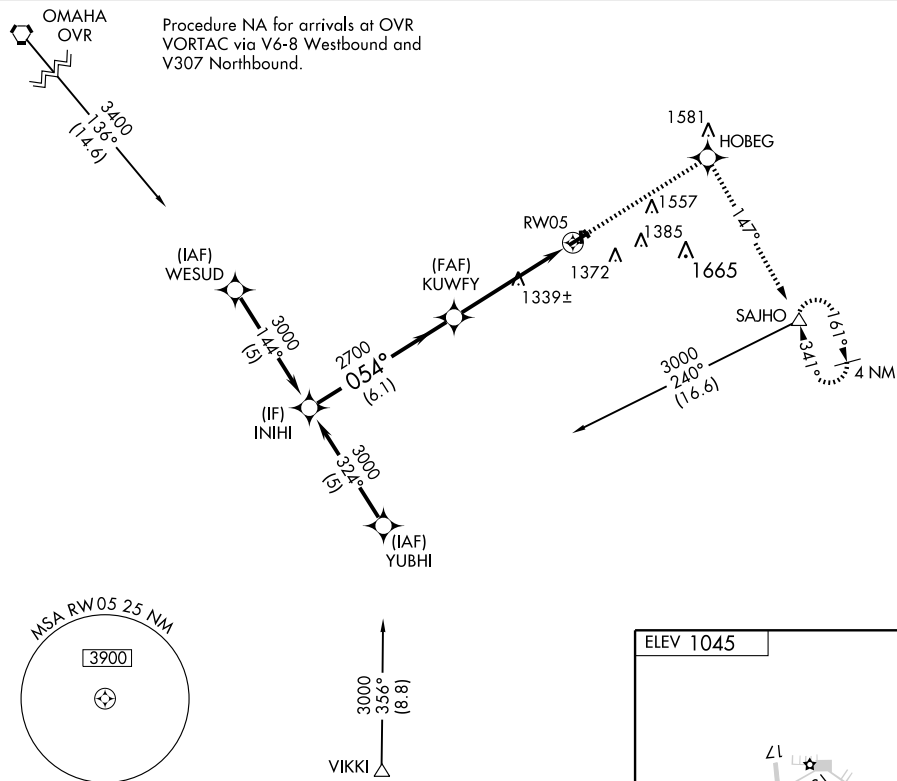
**MISSED APPROACH:** Climb to 3000 direct HOBEG and right turn via track 147° to SAJHO and hold.

AWOS-3  
**119.775**

OMAHA APP CON  
**124.5 263.0**

GCO  
**121.725**

UNICOM  
**122.8 (CTAF)**



Procedure  
Turn  
NA

3000  
054°  
VGSI and descent  
angles not coincident.

KUFY

2700

3.04°  
TCH 40

1.7 NM to  
RW05

RW05

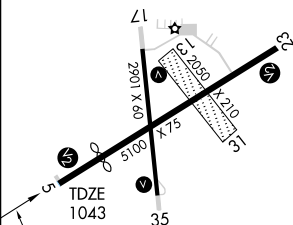
6.1 NM

3.3 NM

1.7

CATEGORY	A	B	C	D
RNAV MDA	1600-1	557 (600-1)	NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	

ELEV 1045



MIRL Rwy 5-23 and 17-35  
REIL Rwy 5 and 23



APP CRS  
**170°**

Rwy Idg **2901**  
TDZE **1045**  
Apt Elev **1045**

# RNAV (GPS) RWY 17

RED OAK MUNI (RDK)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Shenandoah altimeter setting and increase all MDA 60 feet, and increase Circling Cat B visibility ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct CIBVI and left turn via track 069° to SAJHO and hold.

AWOS-3  
**119.775**

OMAHA APP CON  
**124.5 263.0**

GCO  
**121.725**

UNICOM  
**122.8** (CTAF) **①**

△  
1700

(IAF) EYNOR △ 3000 099° (4.9)

(IF) ULAZO 3000 260° (5)

(IAF) IYETA

3000 241° (8.8) PSFIC

2700 (6)

1359± (FAF) OVEDY

1309±

1385

1557

1372

1665

RW17

1581

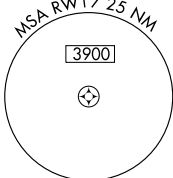
3000 341° (15.1)

SAJHO △ 341° (6.1)

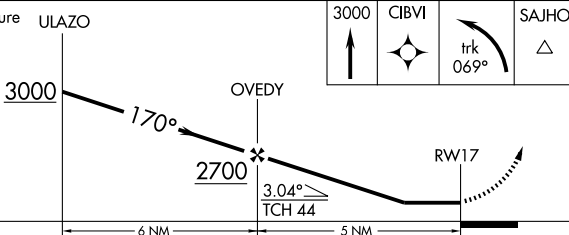
4 NM

069°

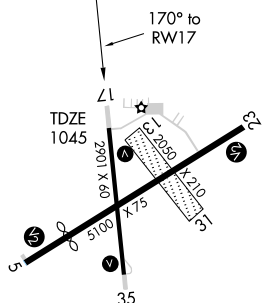
CIBVI



Procedure  
Turn  
NA



ELEV 1045



CATEGORY	A	B	C	D
INAV MDA	1600-1	555 (600-1)	NA	
CIRCLING	1620-1 575 (600-1)	1780-1 735 (800-1)	NA	

MIRL Rwy 5-23 and 17-35 **①**  
REIL Rwy 5 and 23 **①**

VORTAC OVR <b>116.3</b> Chan <b>110</b>	APP CRS <b>105°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1044</b>
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# VOR/DME-A

RED OAK MUNI (RDK)



MISSED APPROACH: Climb to 2800 then left turn via OVR R-105 to CLOAK/19 DME and hold.

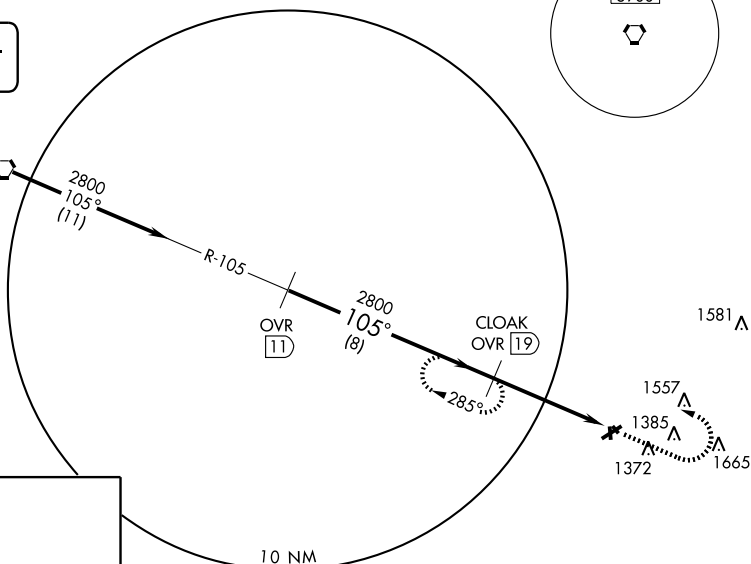
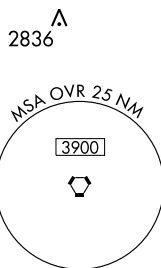
AWOS-3  
**119.775**

OMAHA APP CON  
**124.5 263.0**

GCO  
**121.725**

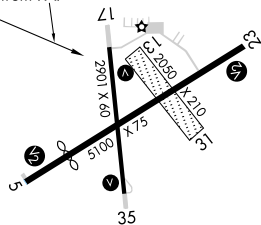
UNICOM  
**122.8** (CTAF) **0**

IAF  
OMAHA  
116.3 OVR  
Chan 110



ELEV 1044

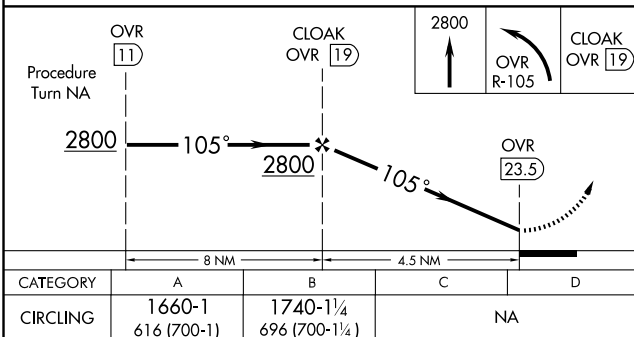
105° 4.5 NM  
from FAF



MIRL Rwy 5-23 and 17-35 **0**  
REIL Rwy 5 and 23 **0**

RED OAK, IOWA

Amdt 5 10154



41°01'N-95°16'W

# VOR/DME-A

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

**ROCK RAPIDS MUNI** (RRQ) 2 NW UTC-6(-5DT) N43°27.13' W96°10.79'OMAHA  
L-121  
IAP

1363 B S4 FUEL 100LL NOTAM FILE FOD

RWY 16-34: H3097X50 (ASPH) S-8 MIRL

RWY 16: PAPI(P2L)—GA 3.0° TCH 25'. Thld dsplcd 300'. Tree.

RWY 34: PAPI(P2L)—GA 3.0° TCH 26'. Thld dsplcd 300'.

AIRPORT REMARKS: Attended Mon-Fri 1500-2300Z†, Sat

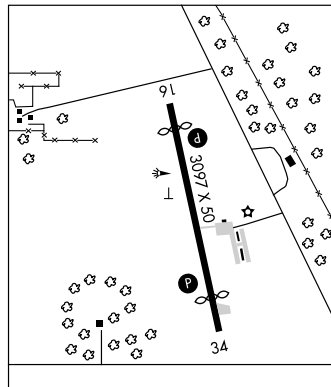
1500-1800Z†. For after hrs call 712-472-2643. Rwy 34 is calm wind rwy. ACTIVATE MIRL Rwy 16-34, PAPI Rws 16 and 34—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ SIOUX FALLS APP/DEP CON 126.9 (1100-0600Z†)

Ⓡ MINNEAPOLIS CENTER APP/DEP CON 132.05 (0600-1100Z†)

RADIO AIDS TO NAVIGATION: NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'  
W95°34.92' 238° 28.6 NM to fld. 1571/8E.**ROCKWELL CITY MUNI** (2Y4) 1 SE UTC-6(-5DT) N42°23.27' W94°37.12'OMAHA  
L-121

1217 FUEL 100LL NOTAM FILE FOD

RWY 12-30: H3500X60 (CONC) MIRL

RWY 12: Thld dsplcd 1200'. Building. RWY 30: Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 12: TORA-3500 TODA-3500 ASDA-3500 LDA-2300

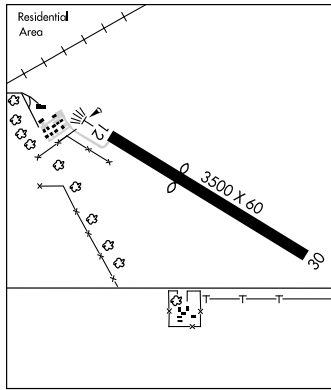
RWY 30: TORA-3500 TODA-3500 ASDA-3500 LDA-3500

AIRPORT REMARKS: Unattended. For fuel call Police at 712-297-7583.

Radio controlled acft invof arpt. For MIRL Rwy 12-30 key 122.8 3 times high ints only.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'  
W94°17.69' 220° 19.6 NM to fld. 1164/7E. HIWAS.

APP CRS  
**167°**

Rwy ldg  
TDZE  
Apt Elev

**2797**  
**1363**  
**1363**

# GPS RWY 16

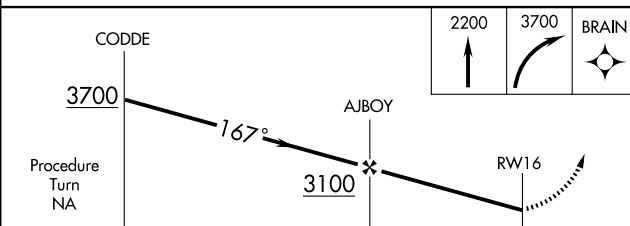
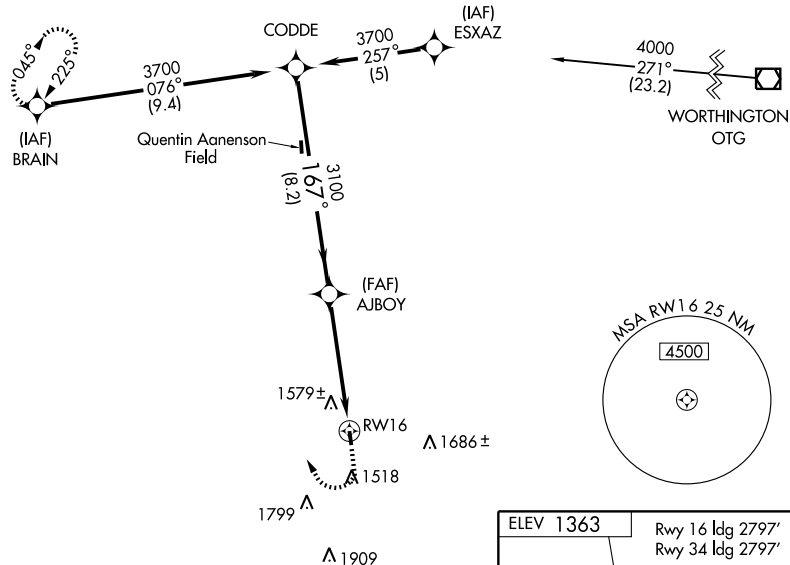
ROCK RAPIDS MUNI (RRQ)

**NA** Use Sioux Falls, SD altimeter setting.

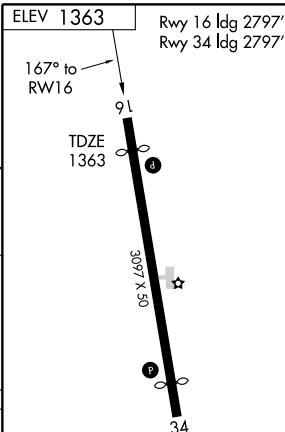
MISSED APPROACH: Climb to 2200, then climbing right turn to 3700 direct BRAIN WP and hold.

SIoux FALLS APP CON ★  
**126.9 267.9**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-16	1900-1	537 (600-1)	NA	
CIRCLING	1960-1	597 (600-1)	NA	



MIRL Rwy 16-34

APP CRS  
**347°**  
Rwy ldg  
TDZE  
**1363**  
Apt Elev  
**1363**

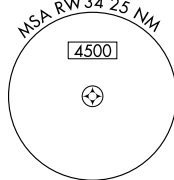
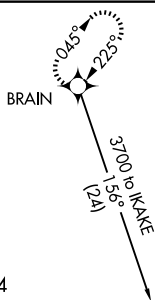
**GPS RWY 34**  
ROCK RAPIDS MUNI (RRQ)

**NA** Use Sioux Falls, SD altimeter setting.

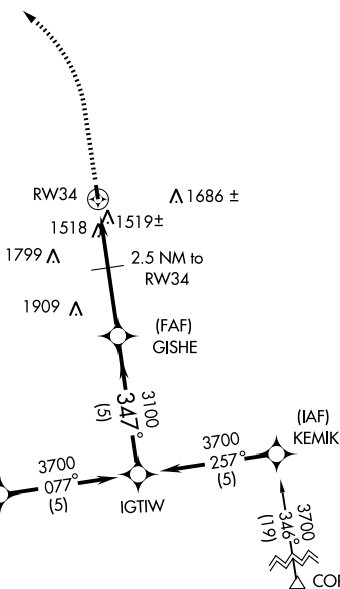
MISSED APPROACH: Climb to 2200, then climbing left turn to 3700 direct BRAIN WP and hold.

SIoux FALLS APP CON ★  
**126.9 267.9**

UNICOM  
**122.8 (CTAF)**



△ 3444  
△ 3426



ELEV 1363 Rwy 16 ldg 2797'  
Rwy 34 ldg 2797'



MIRL Rwy 16-34

ROCK RAPIDS, IOWA  
Orig 10098

	2200	3700	BRAIN	IGTIW
	↑	↩	✧	
			2.5 NM to RW34	3700
			GISHE	3100
			2.5 NM to RW34	2280
			2.5 NM	5 NM
				Procedure Turn NA
CATEGORY	A	B	C	D
S-34	1900-1	537 (600-1)		NA
CIRCLING	1960-1	597 (600-1)		NA

43°27'N-96°11'W

ROCK RAPIDS MUNI (RRQ)  
**GPS RWY 34**

**SAC CITY MUNI** (SKI) 3 S UTC-6(-5DT) N42°22.75' W94°58.78'

1250 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4100X75 (CONC) MIRL

RWY 18: PVASI(P SIL)—GA 3.0° TCH 11'. Road.

RWY 36: REIL. PVASI(P SIL)—GA 3.0° TCH 14'. P-line.

RWY 14-32: H2350X60 (CONC) S-12.5 MIRL 0.6% up NW

RWY 14: VASI(V2L)—GA 3.0° TCH 37'.

RWY 32: VASI(V2L)—GA 3.0° TCH 36'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z+. Line of sight problems exist between Rwy 36 and Rwy 14-32. Rwy 36 is calm wind rwy. Rotating bcn OTS indef. Rwy 14 VASI OTS indef. Rwy 32 VASI OTS indef. ACTIVATE MIRL Rwy 14-32 and Rwy 18-36; VASI Rwy 14 and Rwy 32; PVASI Rwy 18 and Rwy 36; REIL Rwy 36—CTAF.

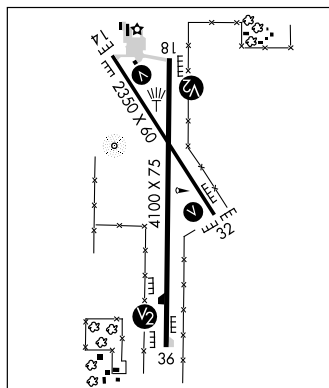
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82

N42°36.67' W94°17.69' 239° 33.4 NM to fld.

1164/7E. HIWAS.

**NDB (MHW)** 356 SKI N42°22.83' W94°58.95' at fld.OMAHA  
L-121  
IAP**SALIX** N42°19.65' W96°17.42' NOTAM FILE SUX.**NDB (MHW/LDM)** 414 SU 310° 6.1 NM to Sioux Gateway/Col Bud Day fld. Unmonitored.OMAHA  
L-11B**SCHENCK FLD** (See CLARINDA)**SHELDON MUNI** (SHL) 2 NE UTC-6(-5DT) N43°12.50' W95°50.01'

1419 B S4 FUEL 100LL, JET A NOTAM FILE SHL

RWY 15-33: H4199X75 (CONC) S-28 MIRL

RWY 15: REIL. VASI(V2R)—GA 3.0° TCH 44'. Road.

RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 44'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-2300Z+, Sat-Sun on call. For svc after hrs call 712-324-4005/3626. Rwy 33 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 15-33 and VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

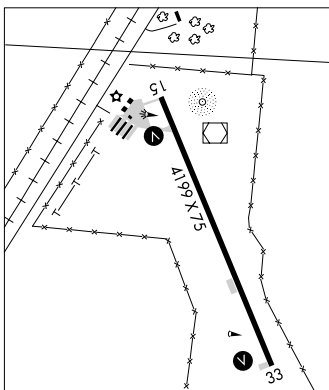
**WEATHER DATA SOURCES:** AWOS-3 119.775 (712) 324-5159.**COMMUNICATIONS:** CTAF/UNICOM 122.8**SPENCER RCO** 122.15 (FORT DODGE RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.**SPENCER (L)VORW/DME** 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 271° 27.9 NM to fld. 1330/5E.

(T)VORW/DME 108.6 DDL Chan 23 N43°12.73' W95°50.04' at fld. 1417/5E. NOTAM FILE SHL. VOR/DME OTS indefly. SHUTDOWN.

**NDB (MHW)** 338 SHL N43°12.85' W95°50.03' at fld.

NOTAM FILE SHL. NDB unmonitored.

OMAHA  
L-121  
IAP

NDB SKI <b>356</b>	APP CRS <b>349°</b>	Rwy Idg TDZE Apt Elev	<b>4100</b> <b>1243</b> <b>1250</b>
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# NDB RWY 36

SAC CITY MUNI (SKI)

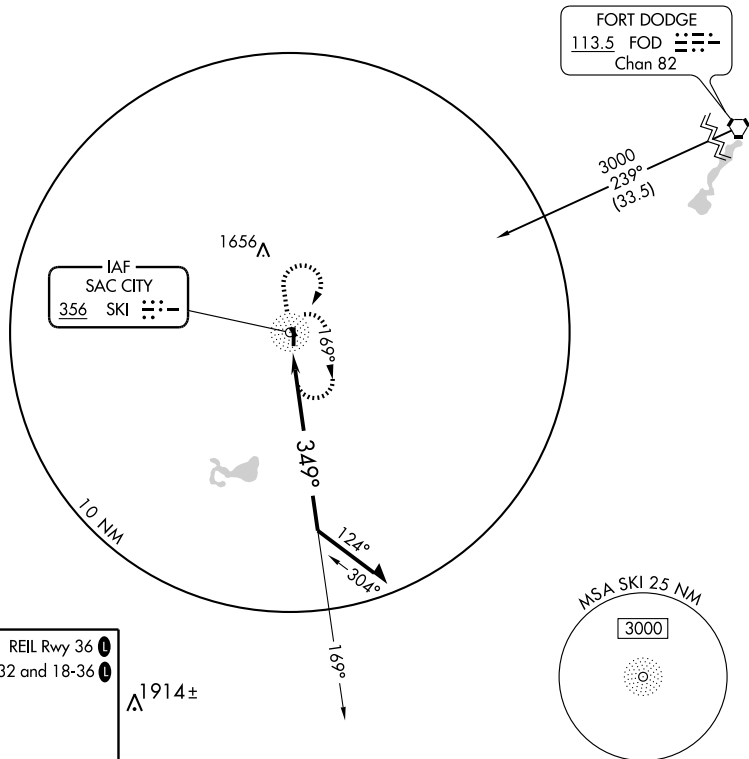
**⚠** Visibility reduction by helicopters NA. Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all MDA 20 feet.

**MISSED APPROACH:** Climb to 3000 then right turn direct SKI NDB and hold.

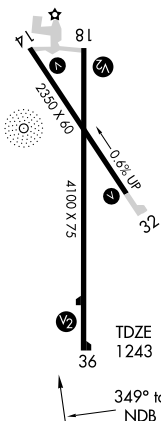
CARROLL AWOS-3  
**118.025**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF)**



ELEV 1250 REIL Rwy 36  
MIRL Rwy 14-32 and 18-36



1914±

3000



SKI

356

NDB

Remain within 10 NM

3000

CATEGORY	A	B	C	D
S-36	2000-1 757 (800-1)	2000-1¼ 757 (800-1¼)	NA	
CIRCLING	2000-1 750 (800-1)	2000-1¼ 750 (800-1¼)	NA	

APP CRS  
**357°**

Rwy Idg **4100**  
TDZE **1243**  
Apt Elev **1250**

# RNAV (GPS) RWY 36

SAC CITY MUNI (SKI)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** NA Use Carroll altimeter setting; when not received, use Denison altimeter setting and increase all MDA 20 feet.

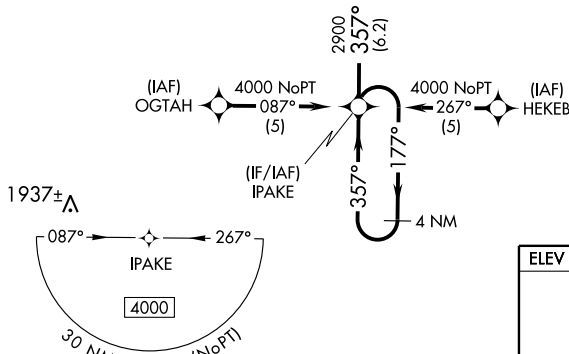
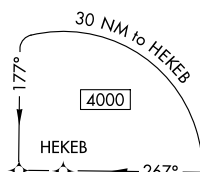
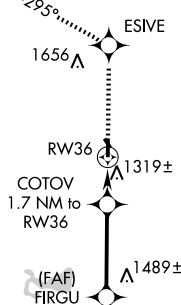
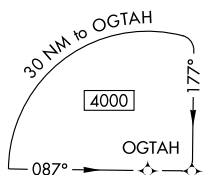
MISSED APPROACH: Climb to 4000 direct ESIVE and on track 295° to NEMAH and hold.

CARROLL AWOS-3  
**118.025**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 0**

MISSED APCH FIX



4 NM  
Holding Pattern

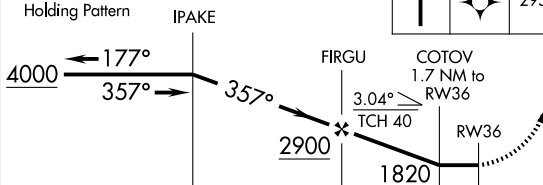
VGSI and descent angles  
not coincident.

4000

ESIVE

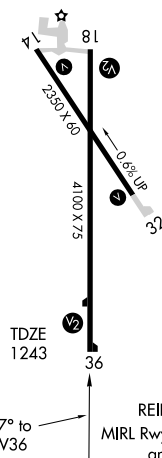
tr  
295°

NEMAH



CATEGORY	A	B	C	D
RNAV MDA	1640-1	397 (400-1)	NA	NA
CIRCLING	1720-1	470 (500-1)	NA	NA

ELEV 1250





**SAC CITY MUNI** (SKI) 3 S UTC-6(-5DT) N42°22.75' W94°58.78'

1250 B FUEL 100LL NOTAM FILE FOD

RWY 18-36: H4100X75 (CONC) MIRL

RWY 18: PVASI(P SIL)—GA 3.0° TCH 11'. Road.

RWY 36: REIL. PVASI(P SIL)—GA 3.0° TCH 14'. P-line.

RWY 14-32: H2350X60 (CONC) S-12.5 MIRL 0.6% up NW

RWY 14: VASI(V2L)—GA 3.0° TCH 37'.

RWY 32: VASI(V2L)—GA 3.0° TCH 36'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2200Z+. Line of sight problems exist between Rwy 36 and Rwy 14-32. Rwy 36 is calm wind rwy. Rotating bcn OTS indef. Rwy 14 VASI OTS indef. Rwy 32 VASI OTS indef. ACTIVATE MIRL Rwy 14-32 and Rwy 18-36; VASI Rwy 14 and Rwy 32; PVASI Rwy 18 and Rwy 36; REIL Rwy 36—CTAF.

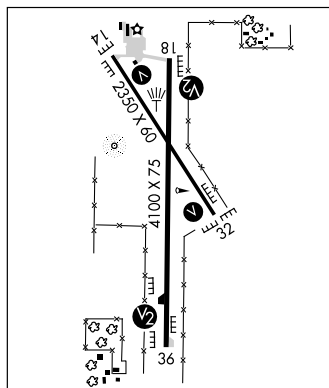
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 134.0

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82

N42°36.67' W94°17.69' 239° 33.4 NM to fld.

1164/7E. HIWAS.

**NDB (MHW)** 356 SKI N42°22.83' W94°58.95' at fld.OMAHA  
L-121  
IAP**SALIX** N42°19.65' W96°17.42' NOTAM FILE SUX.**NDB (MHW/LDM)** 414 SU 310° 6.1 NM to Sioux Gateway/Col Bud Day Fld. Unmonitored.OMAHA  
L-11B**SCHENCK FLD** (See CLARINDA)**SHELDON MUNI** (SHL) 2 NE UTC-6(-5DT) N43°12.50' W95°50.01'

1419 B S4 FUEL 100LL, JET A NOTAM FILE SHL

RWY 15-33: H4199X75 (CONC) S-28 MIRL

RWY 15: REIL. VASI(V2R)—GA 3.0° TCH 44'. Road.

RWY 33: REIL. VASI(V2L)—GA 3.0° TCH 44'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1330-2300Z+, Sat-Sun on call. For svc after hrs call 712-324-4005/3626. Rwy 33 is calm wind rwy. Rotating bcn OTS indef. ACTIVATE MIRL Rwy 15-33 and VASI Rwy 15 and Rwy 33 and REIL Rwy 15 and Rwy 33—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.775 (712) 324-5159.**COMMUNICATIONS:** CTAF/UNICOM 122.8**SPENCER RCO** 122.15 (FORT DODGE RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.**SPENCER (L)VORW/DME** 110.0 SPW Chan 37 N43°09.73'

W95°12.06' 271° 27.9 NM to fld. 1330/5E.

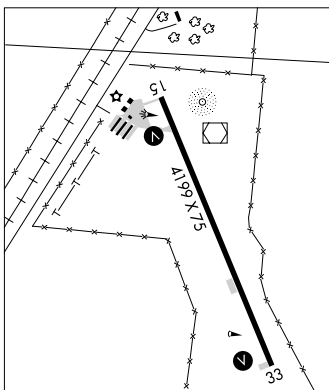
**(T)VORW/DME** 108.6 DDL Chan 23 N43°12.73' W95°50.04'

at fld. 1417/5E. NOTAM FILE SHL. VOR/DME OTS indefly.

SHUTDOWN.

**NDB (MHW)** 338 SHL N43°12.85' W95°50.03' at fld.

NOTAM FILE SHL. NDB unmonitored.

OMAHA  
L-121  
IAP

NDB SHL <b>338</b>	APP CRS <b>335°</b>	Rwy Idg TDZE Apt Elev	<b>4199</b> <b>1418</b> <b>1419</b>
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# NDB RWY 33

SHELDON MUNI (SHL)

**⚠ NA** If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.

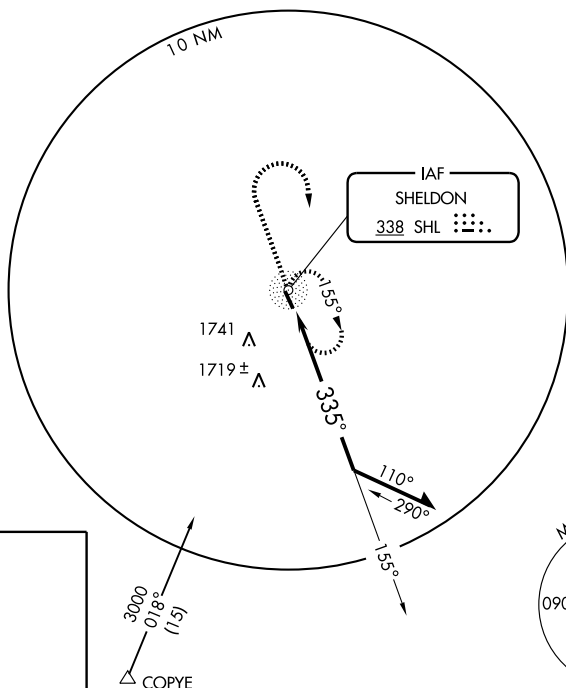
**MISSED APPROACH:** Climb to 3000 then right turn direct SHL NDB and hold.

AWOS-3  
**119.775**

FORT DODGE RADIO  
**122.15**

UNICOM  
**122.8 (CTAF)**

⚠ 2107



ELEV **1419**



TDZE  
1418

335°  
to NDB

3000  
↑

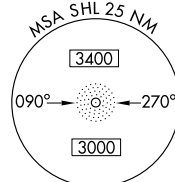


SHL  
338

NDB

Remain  
within 10 NM

155°  
335°  
3000



CATEGORY	A	B	C	D
S-33	2100-1 682 (700-1)		2100-2 682 (700-2)	2100-2¼ 682 (700-2¼)
CIRCLING	2100-1 681 (700-1)		2100-2 681 (700-2)	2100-2¼ 681 (700-2¼)

MIRL Rwy 15-33  
REIL Rws 15 and 33

SHELDON, IOWA  
Amdt 7 09071

SHELDON MUNI (SHL)

43°13'N - 95°50'W

# NDB RWY 33

APP CRS <b>150°</b>	Rwy Idg <b>4199</b>
	TDZE <b>1419</b>
	Apt Elev <b>1419</b>

# RNAV (GPS) RWY 15

SHELDON MUNI (SHL)

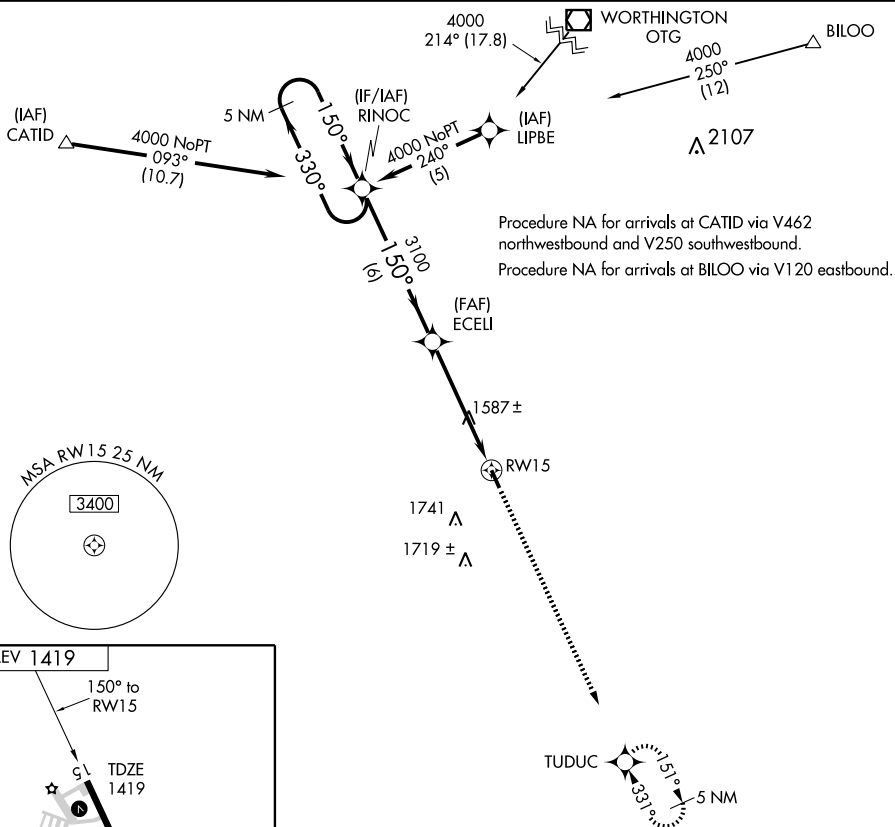
**A** DME/DME RNP-0.3 NA. Procedure NA at night.  
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.  
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct TUDUC and hold.

AWOS-3  
**119.775**

FORT DODGE RADIO  
**122.15**

UNICOM  
**122.8 (CTAF)**



MIRL Rwy 15-33

REIL Rws 15 and 33

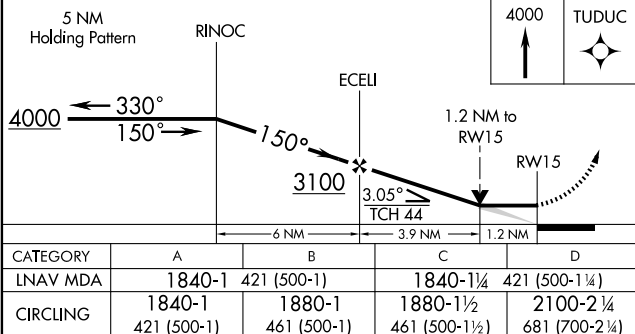
SHELDON, IOWA

Orig 05356

43°13'N-95°50'W

SHELDON MUNI (SHL)

# RNAV (GPS) RWY 15



APP CRS <b>330°</b>	Rwy Idg <b>4199</b>
	TDZE <b>1418</b>
	Apt Elev <b>1419</b>

# RNAV (GPS) RWY 33

SHELDON MUNI (SHL)

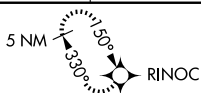
**A** DME/DME RNP-0.3 NA. Circling to Rwy 15 NA at night.  
If local altimeter setting not received, use Orange City Muni altimeter setting and increase all MDAs 40 feet.  
VDP NA when using Orange City Muni altimeter setting.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3  
**119.775**

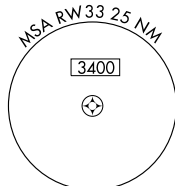
FORT DODGE RADIO  
**122.15**

UNICOM  
**122.8 (CTAF)**



**A 2107**

Procedure NA for arrivals at COPYE via V175 southwestbound.  
Procedure NA for arrivals at RITTA via V219 northeastbound.



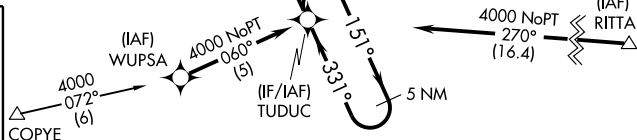
ELEV 1419



TDZE  
1418

MIRL Rwy 15-33

REIL Rws 15 and 33



<div> <div>4000</div> <div>RINOC</div> </div>				
<div> <div> <div>1.3 NM to RW33</div> <div>3.04° TCH 44</div> </div> <div> <div>3.3 NM</div> <div>3.5 NM</div> <div>6 NM</div> </div> </div>				
CATEGORY	A	B	C	D
LNAV MDA	1880-1	462 (500-1)	1880-1¼ 462 (500-1¼)	1880-1½ 462 (500-1½)
CIRCLING	1880-1	461 (500-1)	1880-1½ 461 (500-1½)	2100-2¼ 681 (700-2¼)

**SHENANDOAH MUNI** (SDA) 3 SW UTC-6(-5DT) N40°45.10' W95°24.82'

OMAHA

971 B FUEL 100LL, JET A NOTAM FILE SDA

H-5C, L-10J

RWY 04-22: H5000X75 (CONC) S-30, D-38 MIRL

IAP

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 12-30: H3299X75 (CONC) S-4 LIRL 0.5% up SE

RWY 12: Trees.

RWY 30: VASI(V4L)—GA 3.5° TCH 32'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. For attendant after hrs call 712-246-2400. Rwy 12 has loose stones on first 1135' of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (712) 246-4021.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 141° 29.0 NM to fld. 1300/8E.

HIWAS.

NDB (MHW) 411 SDA N40°45.10' W95°24.45' at fld. NOTAM FILE SDA.

**SIBLEY MUNI** (ISB) 2 S UTC-6(-5DT) N43°22.16' W95°45.58'

OMAHA

1538 S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 17-35: H3000X50 (CONC) S-28, D-48 LIRL (NSTD) 0.5% up N

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended 1200-0000Z†. For attendant after hrs—712-754-3467. Rwy 35 is calm wind rwy. Rwy 17-35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 132.05

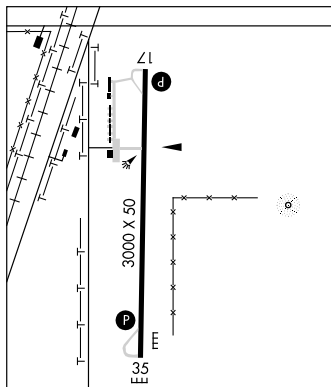
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'

W95°34.92' 197° 18.4 NM to fld. 1571/8E.

NDB (MHW) 269 ISB N43°22.08' W95°45.15' at fld.

NOTAM FILE FOD. Unmonitored SS-SR.

**SIG FLD** (See MONTEZUMA)**SIoux CENTER MUNI** (SOY) 3 N UTC-6(-5DT) N43°08.07' W96°11.25'

OMAHA

1448 S2 FUEL 100LL NOTAM FILE FOD

L-121

RWY 18-36: H3802X50 (CONC) MIRL

IAP

RWY 18: Railroad.

RWY 36: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2336Z†, Sat 1400-1800Z†. Rwy 36 lighted +80' silo at 700' and 321' left of centerline extended. Rwy 18-36 NSTD MIRL, lgts 30' from pavement edge. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

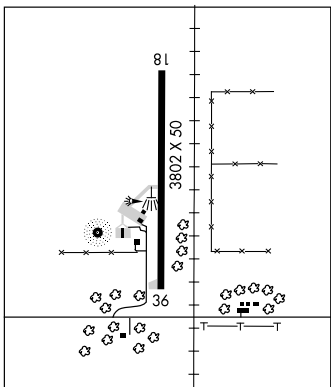
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSD.

SIoux FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97'

W96°46.87' 131° 40.4 NM to fld. 1570/9E. HIWAS.

NDB (MHW) 368 SOY N43°07.98' W96°11.39' at fld.

NOTAM FILE FOD. NDB unmonitored.



NDB SDA <b>411</b>	APP CRS <b>040°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>967</b> <b>971</b>
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# NDB RWY 4

## SHENANDOAH MUNI (SDA)



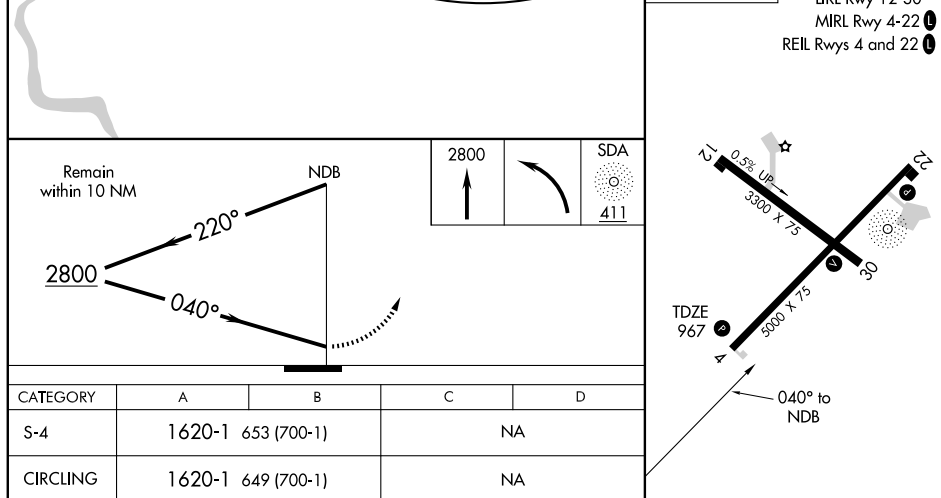
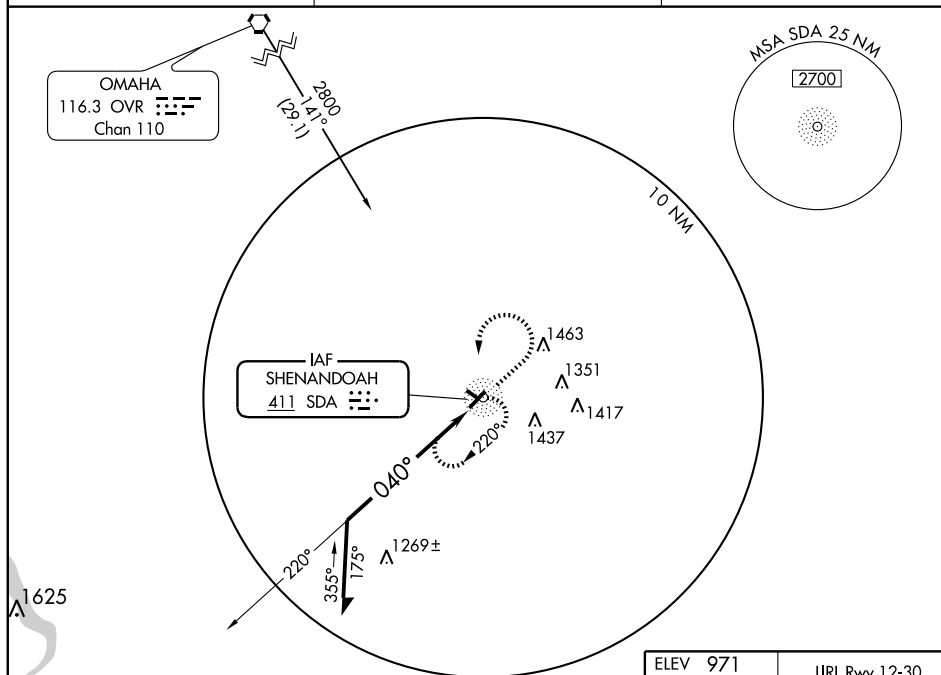
If local altimeter setting not received, use Clarinda  
altimeter setting and increase all MDA's 60 feet.

MISSED APPROACH: Climb to 2800 then left turn  
direct SDA NDB and hold.

AWOS-3  
**125.525**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**122.8 (CTAF) 0**



SHENANDOAH, IOWA

Orig-B 09127

40°45'N-95°25'W

SHENANDOAH MUNI (SDA)

NDB RWY 4

WAAS CH <b>63101</b> <b>W04A</b>	APP CRS <b>038°</b>	Rwy Idg TDZE <b>967</b> Apt Elev <b>971</b>	<b>5000</b>
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# RNAV (GPS) RWY 4

SHENANDOAH MUNI (SDA)

**▼** If local altimeter setting not received, use Clarinda altimeter setting and increase all DAs/MDAs 60 feet.  
**▲** VDP NA when using Clarinda altimeter setting.  
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

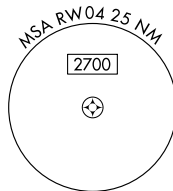
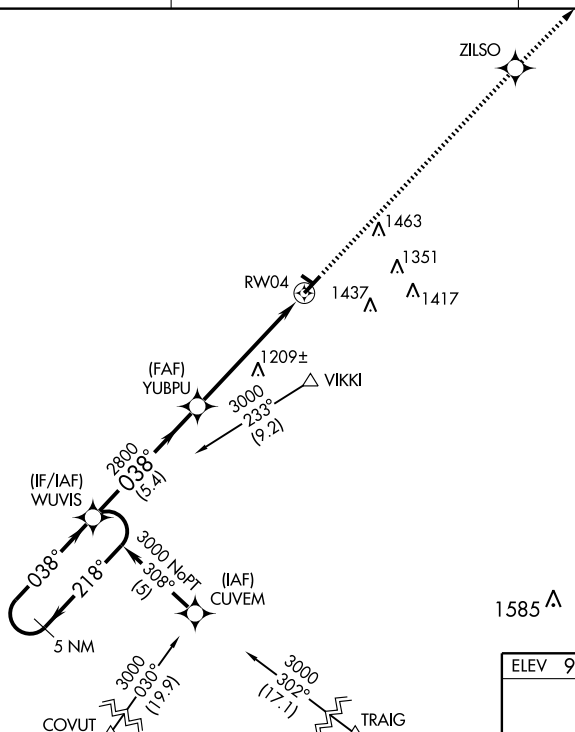
MISSED APPROACH: Climb to 3000 direct ZILSO and via 040° track to OBREC and hold.

AWOS-3  
**125.525**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**122.8 (CTAF) 0**

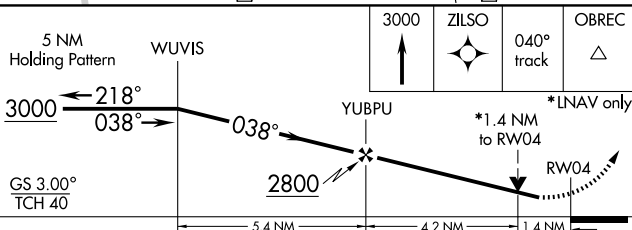
MISSED APCH FIX



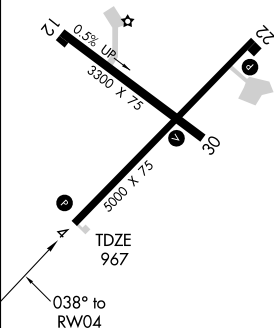
1585  $\Delta$

ELEV 971

LIRL Rwy 12-30  
MIRL Rwy 4-22  
REIL Rwy 4 and 22



CATEGORY	A	B	C	D
LPV DA	1230-1	263 (300-1)		NA
LNAV/ VNAV DA			NA	
LNAV MDA	1460-1	493 (500-1)		NA
CIRCLING	1520-1	549 (600-1)		NA



VORTAC OVR <b>116.3</b> Chan <b>110</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev <b>967</b> <b>970</b>	<b>3300</b>
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# VOR/DME or GPS RWY 12

SHENANDOAH MUNI (SDA)

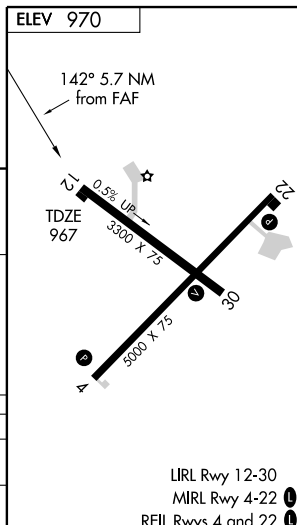
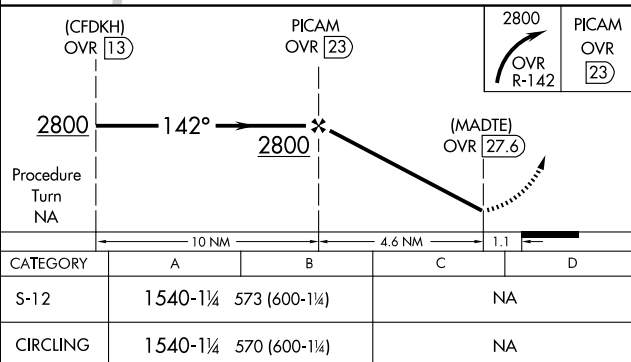
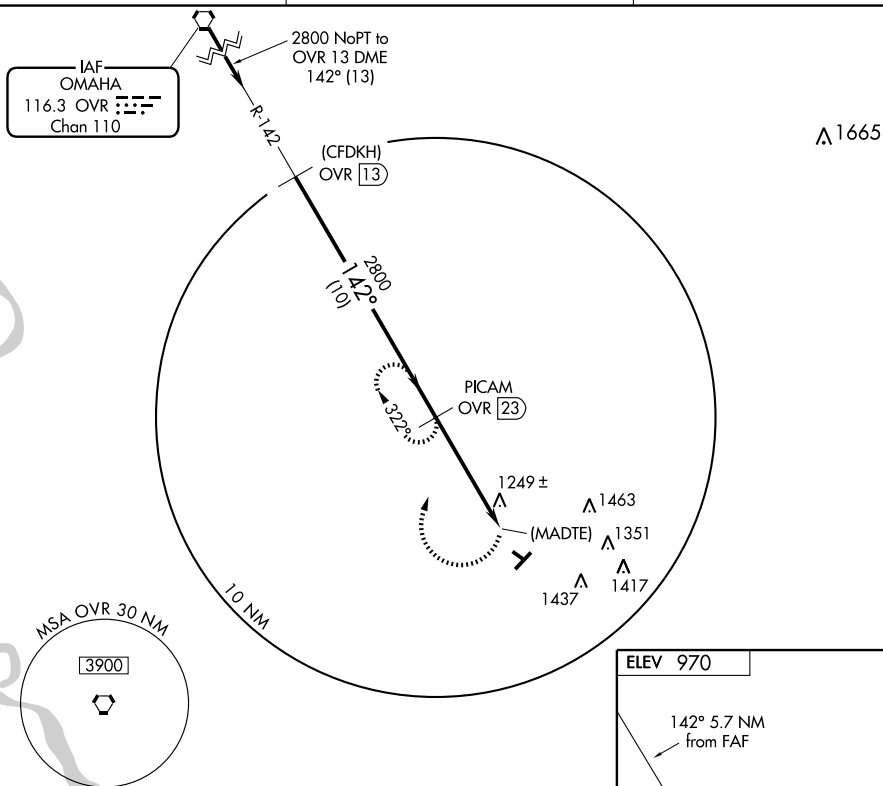
**▽**

MISSED APPROACH: Climbing right turn to 2800 via OVR R-142 to PICAM/OVR 23 DME and hold.

AWOS-3  
**125.525**

OMAHA APP CON  
**124.5 263.0**

UNICOM  
**122.8 (CTAF) 0**





**SHENANDOAH MUNI** (SDA) 3 SW UTC-6(-5DT) N40°45.10' W95°24.82'

OMAHA

971 B FUEL 100LL, JET A NOTAM FILE SDA

H-5C, L-10J

RWY 04-22: H5000X75 (CONC) S-30, D-38 MIRL

IAP

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 12-30: H3299X75 (CONC) S-4 LIRL 0.5% up SE

RWY 12: Trees.

RWY 30: VASI(V4L)—GA 3.5° TCH 32'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. For attendant after hrs call 712-246-2400. Rwy 12 has loose stones on first 1135' of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (712) 246-4021.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 141° 29.0 NM to fld. 1300/8E.

HIWAS.

NDB (MHW) 411 SDA N40°45.10' W95°24.45' at fld. NOTAM FILE SDA.

**SIBLEY MUNI** (ISB) 2 S UTC-6(-5DT) N43°22.16' W95°45.58'

OMAHA

1538 S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 17-35: H3000X50 (CONC) S-28, D-48 LIRL (NSTD) 0.5% up N

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended 1200-0000Z†. For attendant after hrs—712-754-3467. Rwy 35 is calm wind rwy. Rwy 17-35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 132.05

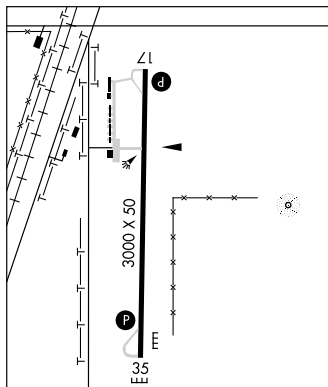
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'

W95°34.92' 197° 18.4 NM to fld. 1571/8E.

NDB (MHW) 269 ISB N43°22.08' W95°45.15' at fld.

NOTAM FILE FOD. Unmonitored SS-SR.

**SIG FLD** (See MONTEZUMA)**SIoux CENTER MUNI** (SOY) 3 N UTC-6(-5DT) N43°08.07' W96°11.25'

OMAHA

1448 S2 FUEL 100LL NOTAM FILE FOD

L-121

RWY 18-36: H3802X50 (CONC) MIRL

IAP

RWY 18: Railroad.

RWY 36: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2336Z†, Sat 1400-1800Z†. Rwy 36 lighted +80' silo at 700' and 321' left of centerline extended. Rwy 18-36 NSTD MIRL, lgts 30' from pavement edge. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

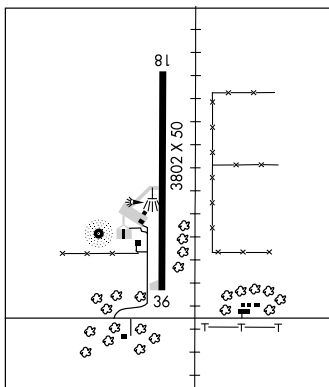
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSD.

SIoux FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97'

W96°46.87' 131° 40.4 NM to fld. 1570/9E. HIWAS.

NDB (MHW) 368 SOY N43°07.98' W96°11.39' at fld.

NOTAM FILE FOD. NDB unmonitored.



## NDB or GPS RWY 17

SIBLEY MUNI (ISB)

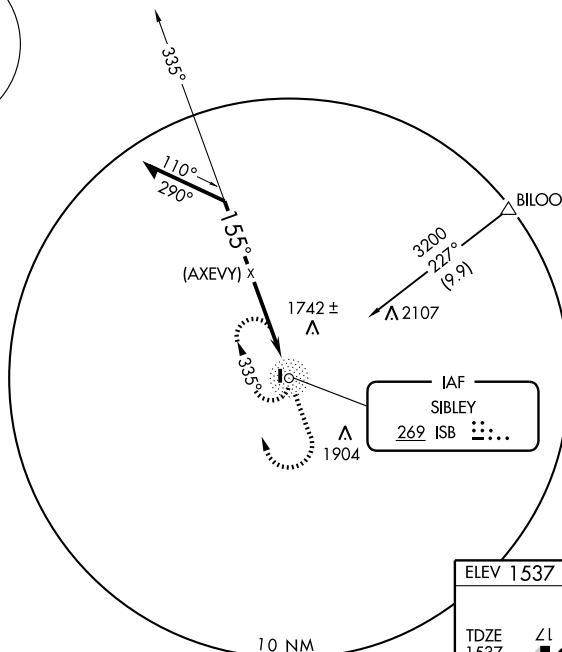
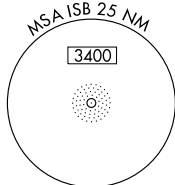
NDB ISB <b>269</b>	APP CRS <b>155°</b>	Rwy Idg TDZE Apt Elev	<b>3000</b> <b>1537</b> <b>1537</b>
-----------------------	------------------------	-----------------------------	---

▲ NA

Use Worthington MN altimeter setting.

MISSED APPROACH: Climb to 3200 then right turn direct ISB  
NDB and hold.MINNEAPOLIS CENTER  
**132.05 317.4**UNICOM  
**122.8 (CTAF) 0**

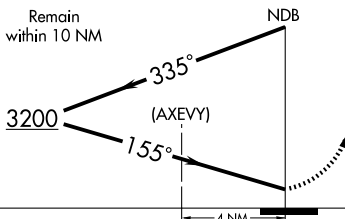
▲ 2307



ELEV 1537

TDZE  
1537

Z1

155°  
to NDBRemain  
within 10 NM

3200

ISB  
269

CATEGORY	A	B	C	D
S-17	2160-1	623 (700-1)	2160-1 <sup>3</sup> / <sub>4</sub> 623 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	2160-1	623 (700-1)	2160-1 <sup>3</sup> / <sub>4</sub> 623 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

LIRL Rwy 17-35 0

NDB ISB	APP CRS	Rwy Idg	<b>3000</b>
<b><u>269</u></b>	<b>013°</b>	TDZE	<b>1537</b>
		Apt Elev	<b>1537</b>

NDB or GPS RWY 35  
SIBLEY MUNI (ISB)

**A NA**

Use Worthington MN altimeter setting.

**MISSED APPROACH:** Climb to 3200 then left turn direct ISB NDB and hold.

MINNEAPOLIS CENTER  
132.05 317.4

UNICOM  
122.8 (CTAF) **L**

MSA ISB 25 NM

3400

Λ 2307

A BILOO

3200  
22  
2107

3200  
227°  
(9.9)

2107

IAF  
SIBLEY  
269 ISB ::...

ELEV 1537

Remain  
within 10 NM

NDB

3200

ISB

269

3200

(AXEZE)

20

---

[illegible]

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---

£ 25

2120-1 583 (600-1)

21 20-1½  
583 (600-1½)

214

## CIRCLING

2120-1 583 (600-1)

2120-1½  
583 (600-1½)

NA

LIRL Rwy 17-35 (L

SIBLEY, IOWA

Amdt 1A 09351

SIBLEY MUNI (ISB)

43°22'N-95°46'W

NDB or GPS RWY 35

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

**SHENANDOAH MUNI** (SDA) 3 SW UTC-6(-5DT) N40°45.10' W95°24.82'

OMAHA

971 B FUEL 100LL, JET A NOTAM FILE SDA

H-5C, L-10J

RWY 04-22: H5000X75 (CONC) S-30, D-38 MIRL

IAP

RWY 04: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Road.

RWY 22: REIL. PAPI(P2L)—GA 3.0° TCH 25'. Tree.

RWY 12-30: H3299X75 (CONC) S-4 LIRL 0.5% up SE

RWY 12: Trees.

RWY 30: VASI(V4L)—GA 3.5° TCH 32'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. For attendant after hrs call 712-246-2400. Rwy 12 has loose stones on first 1135' of rwy. Rwy 22 is calm wind rwy. ACTIVATE MIRL Rwy 04-22, PAPI Rwy 04, and Rwy 22, VASI Rwy 30, REIL Rwy 04 and Rwy 22 —CTAF.

**WEATHER DATA SOURCES:** AWOS-3 125.525 (712) 246-4021.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ OMAHA APP/DEP CON 124.5

**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

OMAHA (H) VORTAC 116.3 OVR Chan 110 N41°10.04' W95°44.20' 141° 29.0 NM to fld. 1300/8E.

HIWAS.

NDB (MHW) 411 SDA N40°45.10' W95°24.45' at fld. NOTAM FILE SDA.

**SIBLEY MUNI** (ISB) 2 S UTC-6(-5DT) N43°22.16' W95°45.58'

OMAHA

1538 S4 FUEL 100LL, JET A NOTAM FILE FOD

L-121

RWY 17-35: H3000X50 (CONC) S-28, D-48 LIRL (NSTD) 0.5% up N

IAP

RWY 17: PAPI(P2L)—GA 3.0° TCH 31'. Road.

RWY 35: PAPI(P2L)—GA 3.0° TCH 20'. Trees.

**AIRPORT REMARKS:** Attended 1200-0000Z†. For attendant after hrs—712-754-3467. Rwy 35 is calm wind rwy. Rwy 17-35 NSTD LIRL have 6 thld lgts each. ACTIVATE LIRL Rwy 17-35 and PAPI Rwy 17 and Rwy 35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 132.05

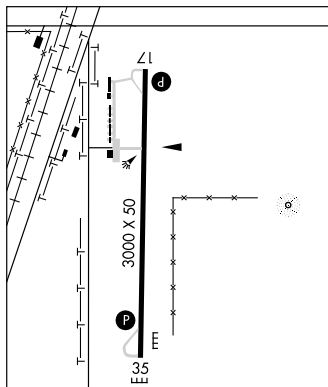
**RADIO AIDS TO NAVIGATION:** NOTAM FILE OTG.

WORTHINGTON (L) VOR/DME 110.6 OTG Chan 43 N43°38.82'

W95°34.92' 197° 18.4 NM to fld. 1571/8E.

NDB (MHW) 269 ISB N43°22.08' W95°45.15' at fld.

NOTAM FILE FOD. Unmonitored SS-SR.

**SIG FLD** (See MONTEZUMA)**SIoux CENTER MUNI** (SOY) 3 N UTC-6(-5DT) N43°08.07' W96°11.25'

OMAHA

1448 S2 FUEL 100LL NOTAM FILE FOD

L-121

RWY 18-36: H3802X50 (CONC) MIRL

IAP

RWY 18: Railroad.

RWY 36: Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2336Z†, Sat 1400-1800Z†. Rwy 36 lighted +80' silo at 700' and 321' left of centerline extended. Rwy 18-36 NSTD MIRL, lgts 30' from pavement edge. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MINNEAPOLIS CENTER APP/DEP CON 124.1

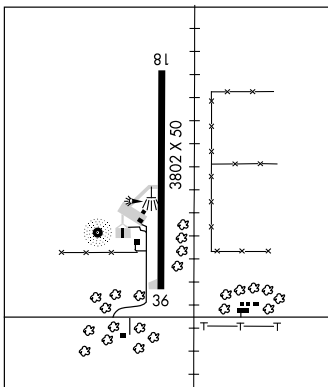
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FSD.

SIoux FALLS (H) VORTACW 115.0 FSD Chan 97 N43°38.97'

W96°46.87' 131° 40.4 NM to fld. 1570/9E. HIWAS.

NDB (MHW) 368 SOY N43°07.98' W96°11.39' at fld.

NOTAM FILE FOD. NDB unmonitored.



NDB SOY <b>368</b>	APP CRS <b>181°</b>	Rwy Idg TDZE <b>3802</b> Apt Elev <b>1448</b>
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**NDB RWY 18**  
SIoux CENTER MUNI (SOY)

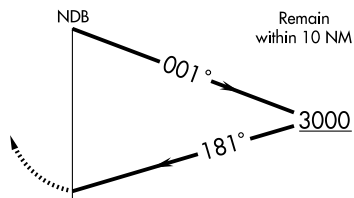
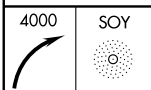
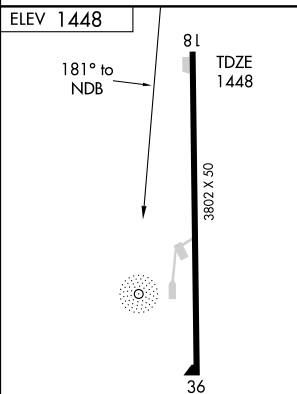
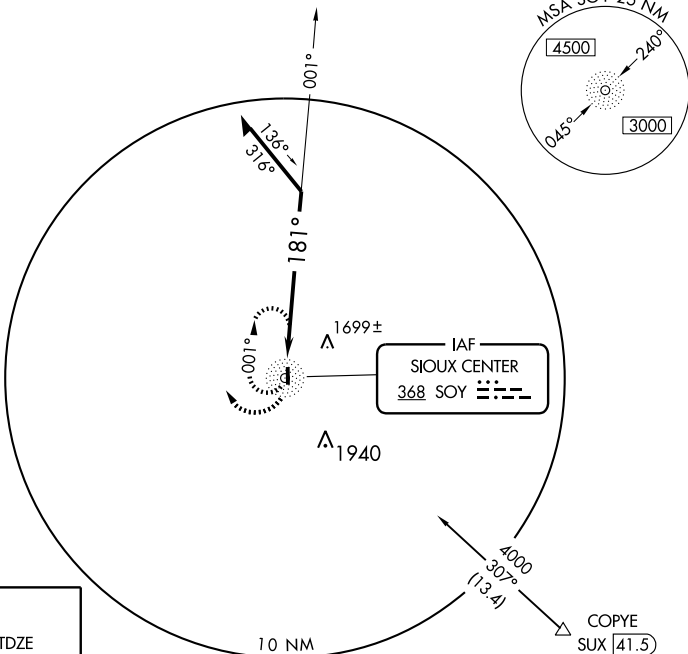
**NA** Visibility reduction by helicopters NA.  
Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and all Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in SOY NDB holding pattern.

ORANGE CITY AWOS-3  
**127.825**

MINNEAPOLIS CENTER  
**124.1 269.0**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-18	2080-1	632 (700-1)	2080-1¾ 632 (700-1¾)	NA
CIRCLING	2080-1	632 (700-1)	2080-1¾ 632 (700-1¾)	NA

MIRL Rwy 18-36 0

SIoux CENTER, IOWA  
Amdt 5 03JUN10

43°08'N-96°11'W

SIoux CENTER MUNI (SOY)  
**NDB RWY 18**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS  
**174°**Rwy Idg **3802**  
TDZE **1448**  
Apt Elev **1448****RNAV (GPS) RWY 18**  
SIOUX CENTER MUNI (SOY)

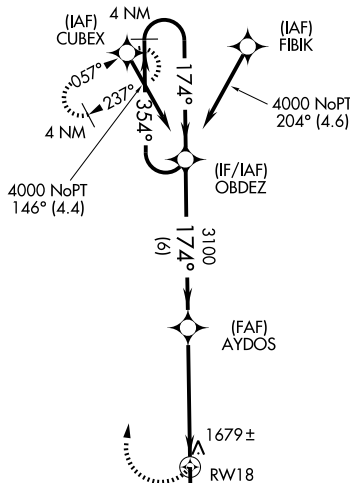
**▽** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**△NA** Use Orange City altimeter setting; when not received use Sioux Falls altimeter setting and increase all MDA 60 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 direct CUBEX and hold.

ORANGE CITY AWOS-3  
**127.825**

MINNEAPOLIS CENTER  
**124.1 269.0**

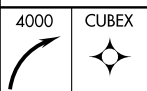
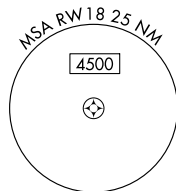
UNICOM  
**122.8 (CTAF) 0**

ELEV **1448**174° to  
RW1881  
TDZE  
1448

50 X 2000

36

A 1940



RW18

AYDOS

OBDEZ

4 Minute  
Holding Pattern3.04°  
TCH 45°

3100

354°

174°

4000

CATEGORY	A	B	C	D
LNAV MDA	1960-1	512 (600-1)	1960-1½ 512 (600-1½)	NA
CIRCLING	2020-1	572 (600-1)	2040-1½ 592 (600-1½)	NA

MIRL Rwy 18-36 0

SIOUX CENTER, IOWA  
Orig 03JUN10

43°08'N - 96°11'W

SIOUX CENTER MUNI (SOY)  
**RNAV (GPS) RWY 18**

NC-3, 26 AUG 2010 to 23 SEP 2010

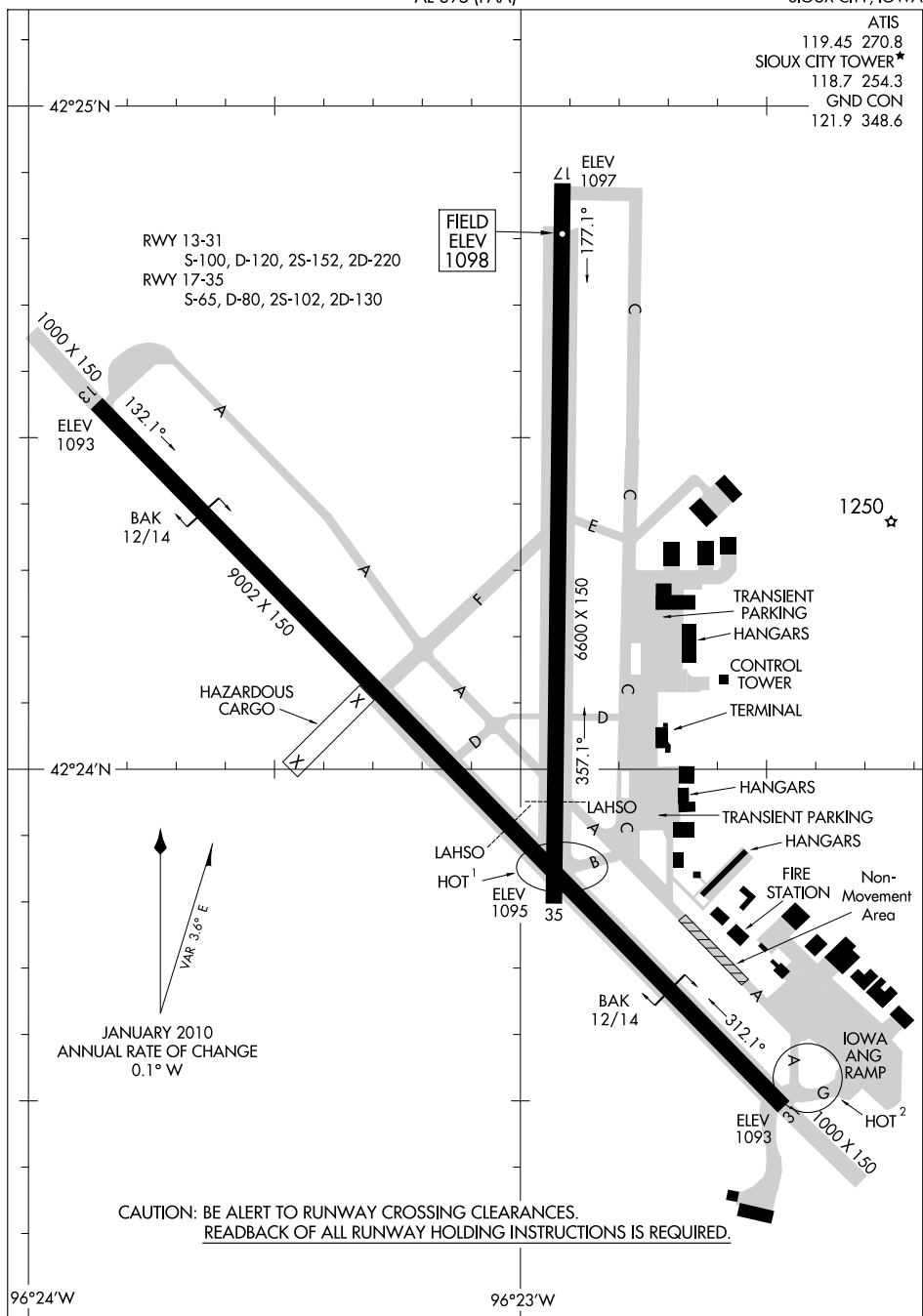
NC-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

AL-395 (FAA)

SIoux CITY, IOWA

NC-3, 26 AUG 2010 to 23 SEP 2010



NC-3, 26 AUG 2010 to 23 SEP 2010

# AIRPORT DIAGRAM

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

SIoux CITY, IOWA

10210

**SIoux CITY** N42°20.67' W96°19.42' NOTAM FILE SUX

(L) **VORTAC** 116.5 SUX Chan 112 313° 4.4 NM to Sioux Gateway/Col Bud Day Fld. 1087/9E. **HIWAS.** L-121

VOR unusable:

280°-292° byd 25 NM

293°-305° byd 20 NM blo 4,500'

293°-305° byd 35 NM

306°-350° byd 20 NM blo 3,000'

350°-280° byd 30 NM blo 3,000'

**RCO** 122.45 122.1R 116.5T (FORT DODGE RADIO)

## SIoux CITY

**SIoux GATEWAY/COL BUD DAY FLD** (SUX) 6 S UTC-6(-5DT) N42°24.16' W96°23.06'

1098 B S4 **FUEL** 100LL, 115, JET A OX 1, 2, 3, 4 Class I, ARFF Index—See Remarks

**OMAHA**

H-5C, L-121

IAP, AD

NOTAM FILE SUX

**Rwy 13-31:** H9002X150 (CONC-GRVD) S-100, D-120, 2S-152,

2D-220 HIRL

**Rwy 13:** MALS. VASI(V4L)—GA 3.0° TCH 49'. Tree.

**Rwy 31:** MALSR. VASI(V4L)—GA 3.0° TCH 50'.

**Rwy 17-35:** H6600150 (ASPH-PFC) S-65, D-80, 2S-102, 2D-130

MIRL

**Rwy 17:** REIL. VASI(V4R)—GA 3.0° TCH 50'. Trees.

**Rwy 35:** PAPI(P4L)—GA 3.0° TCH 54'. Pole.

### LAND AND HOLD SHORT OPERATIONS

LANDING	HOLD SHORT POINT	DIST AVBL
<b>Rwy 13</b>	17-35	5400
<b>Rwy 17</b>	13-31	5650

### ARRESTING GEAR/SYSTEM

**Rwy 13** ←BAK-14 BAK-12B(B) (1392')

BAK-14 BAK-12B(B) (1492') →**Rwy 31**

**AIRPORT REMARKS:** Attended continuously. PAEW 0330-1200Z during

inclement weather Nov-Apr. AER 31-BAK-12/14 located (1492')

from thld. Airfield surface conditions not monitored by arpt

management between 0600-1000Z daily. Rwy 13-BAK-12/14

located (1392') from thld. All A-gear avbl only during ANG flying ops. Twr has limited visibility southeast of

ramp near ARFF bldg and northeast of Rwy 31 touchdown zone. Rwy 31 is calm wind rwy. Class I, ARFF Index

B. ARFF Index E fire fighting equipment avbl on request. Twy F unlit, retro-reflective markers in place. Portions

of Twy A SE of Twy B not visible by twr and is designated a non-movement area. Rwy 13-31 touchdown and

rollout rwy visual range avbl. When twr clsd, ACTIVATE HIRL Rwy 13-31; MIRL Rwy 17-35; MALS Rwy 13;

MALSR Rwy 31; and REIL Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS (712) 255-6474. **HIWAS** 116.5 SUX. **LAWRS.**

**COMMUNICATIONS:** CTAF 118.7 ATIS 119.45 **UNICOM** 122.95

**SIoux CITY RCO** 122.45 122.1R 116.5T (FORT DODGE RADIO)

Ⓡ **SIoux CITY APP/DEP CON** 124.6 (1200-0330Z)

Ⓡ **MINNEAPOLIS CENTER APP/DEP CON** 124.1 (0330-1200Z)

**SIoux CITY TOWER** 118.7 (1200-0330Z) **GND CON** 121.9

**AIRSPACE:** CLASS D svc 1200-0330Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE SUX.

**SIoux CITY (L) VORTAC** 116.5 SUX Chan 112 N42°20.67' W96°19.42' 313° 4.4 NM to fld. 1087/9E.

**HIWAS.**

**NDB (MHW)** 233 **GAK** N42°24.49' W96°23.16' at fld.

**SALIX NDB (MHW/LOM)** 414 **SU** N42°19.65' W96°17.42' 310° 6.1 NM to fld. Unmonitored.

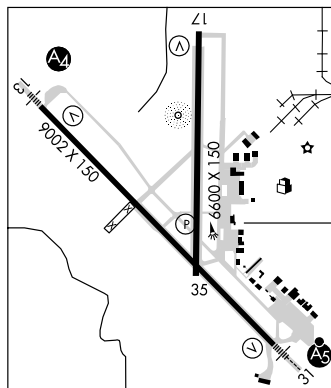
**TOMMI NDB (MHW/LOM)** 305 **OI** N42°27.61' W96°27.73' 128° 4.9 NM to fld. Unmonitored.

**ILS** 109.3 I-SUX Rwy 31 Class IT. LOM **SALIX NDB.** ILS Unmonitored when twr clsd. Glide path

unusable coupled approach (CPD) blo 1805'.

**ILS** 111.3 I-OIQ Rwy 13 LOM **TOMMI NDB.** Localizer shutdown when twr clsd.

**ASR** (1200-0330Z)



**SNORE** N43°13.96' W95°19.66' NOTAM FILE SPW.

**NDB (LOM)** 394 **SP** 121° 6.8 NM to Spencer Muni.

**OMAHA**

**SOUTHEAST IOWA RGNI** (See BURLINGTON)



SIoux CITY, IOWA

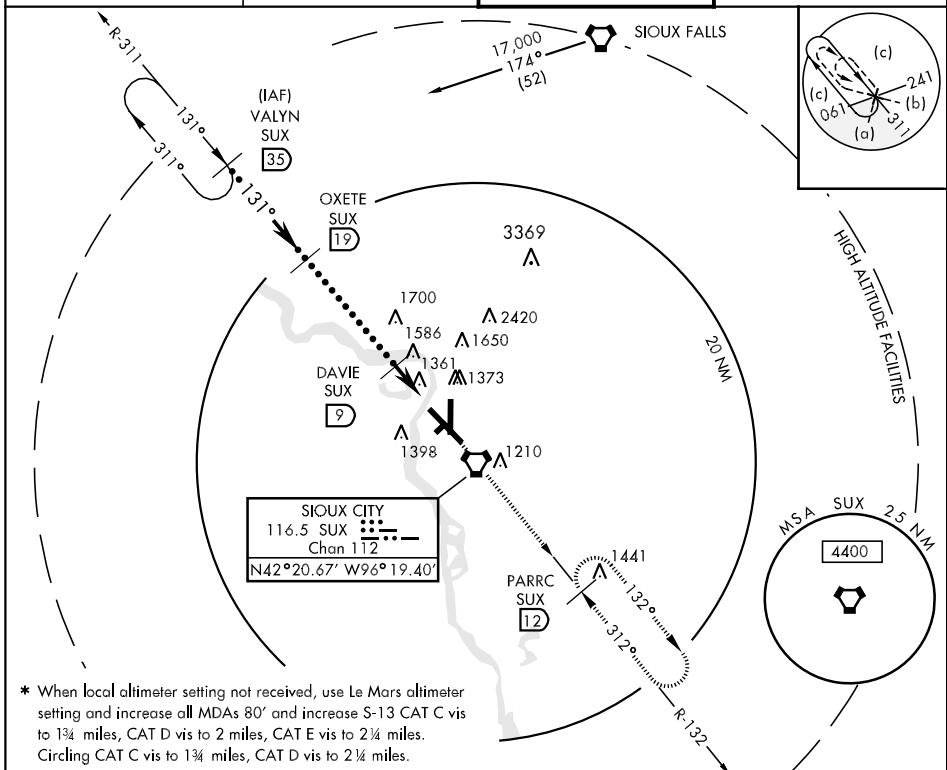
# HI-TACAN or VOR/DME RWY 13

VORTAC SUX <b>116.5</b> Chan <b>112</b>	APCH CRS <b>131°</b>	Rwy Idg <b>9002</b> TDZE <b>1095</b> Arpt Elev <b>1098</b>
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JAL-395 [USAF]  
SIoux CITY/SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

T	MALS	MISSED APPROACH: Climb to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.
		

ATIS <b>119.45 277.2</b>	SIoux CITY APP CON <b>124.6 307.0</b>	SIoux CITY TOWER ★ <b>118.7 0</b> (CTAF) <b>254.3</b>	GND CON <b>121.9 348.6</b>
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\* When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-13 CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.  
Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.

EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800

VALYN (35) 17,000 131° 3500 2600 DAVIE (9) 3.51° TCH 49 3.9 NM				3000 SUX PARRC SUX (12) 131° 3.9 NM from FAF 1171± 1114± 1249 1199 6600 x 150 2002 x 130 35 1152±	
VDP NA when using Le Mars altimeter setting				ELEV 1098	
VGSJ and descent angles not coincident				TDZE 1095	
CATEGORY	C	D	E	REIL Rwy 17 and 35 1114±	
S-13 *	1620-1½ 525 (600-1½)	1620-1¾ 525 (600-1¾)	2000-3 902 (1000-3)	HIREL Rwy 13-31 1114±	
CIRCLING *	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	MIREL Rwy 17-35 1114±	

SIoux CITY, IOWA 42°24'N-96°23'W SIoux CITY/SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

# HI-TACAN or VOR/DME RWY 13

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

Amdt 3 08353

SIoux CITY, IOWA

# HI-TACAN or VOR/DME RWY 31

VORTAC SUX <b>116.5</b> Chan <b>112</b>	APCH CRS <b>312°</b>	Rwy ldg TDZE <b>1096</b> Arpt Elev <b>1098</b>
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JAL-395 [USAF]

SIoux CITY/ SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

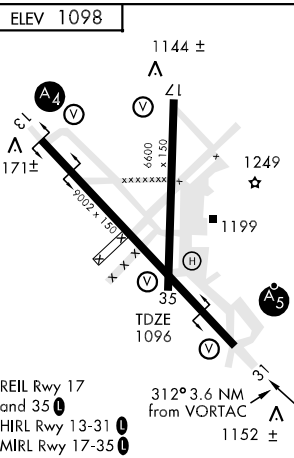
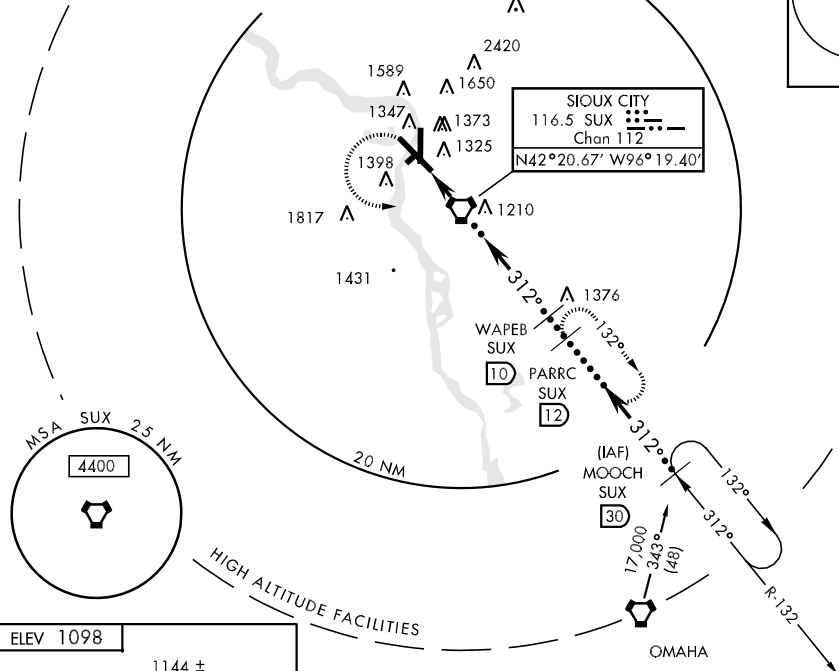
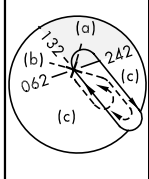
✚ \* When ALS inop, increase CAT E vis to 1¾ miles.



MISSED APPROACH: Climb to 1600, then climbing left turn to 3000 direct SUX VORTAC, then via SUX R-132 to PARRC (SUX 12 DME) and hold.

ATIS <b>119.45 277.2</b>	SIoux CITY APP CON <b>124.6 307.0</b>	SIoux CITY TOWER ★ <b>118.7 0</b> (CTAF) <b>254.3</b>	GND CON <b>121.9 348.6</b>
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† When local altimeter setting not received, use Le Mars altimeter setting and increase all MDAs 80' and increase S-31 CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½ miles.  
Circling CAT C vis to 1¾ miles, CAT D vis to 2¼ miles.



EMERG SAFE ALT 100 NM FROM "SUX" VORTAC 4800

1600	3000	PARRC SUX 12	VGSI and descent angles not coincident	MOOCH 30
VDP NA when using Le Mars altimeter setting				
VORTAC				
3.6 NM				
2200				
3500				
17,000				
2.76° TCH 50				
CATEGORY	C	D	E	
S-31 * †	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1¼)	
CIRCLING †	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	

SIoux CITY, IOWA  
Amdt 4 08353

42° 24' N-96° 23' W

SIoux CITY/ SIoux GATEWAY/COL. BUD DAY FIELD (KSUX)

# HI-TACAN or VOR/DME RWY 31

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

LOC I-OIQ	APP CRS	Rwy Idg	<b>9002</b>
<u><b>111.3</b></u>	<b>130°</b>	TDZE	<b>1095</b>
		Apt Elev	<b>1098</b>

ILS or LOC RWY 13

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

**T**  
**A** Inoperative table does not apply to S-LOC 13 Cat C.

MAL3  
A4

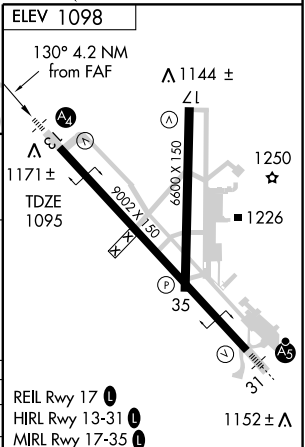
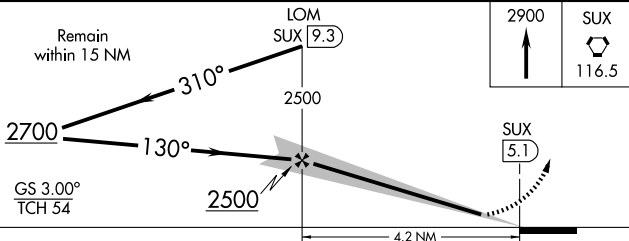
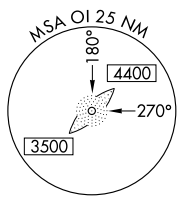
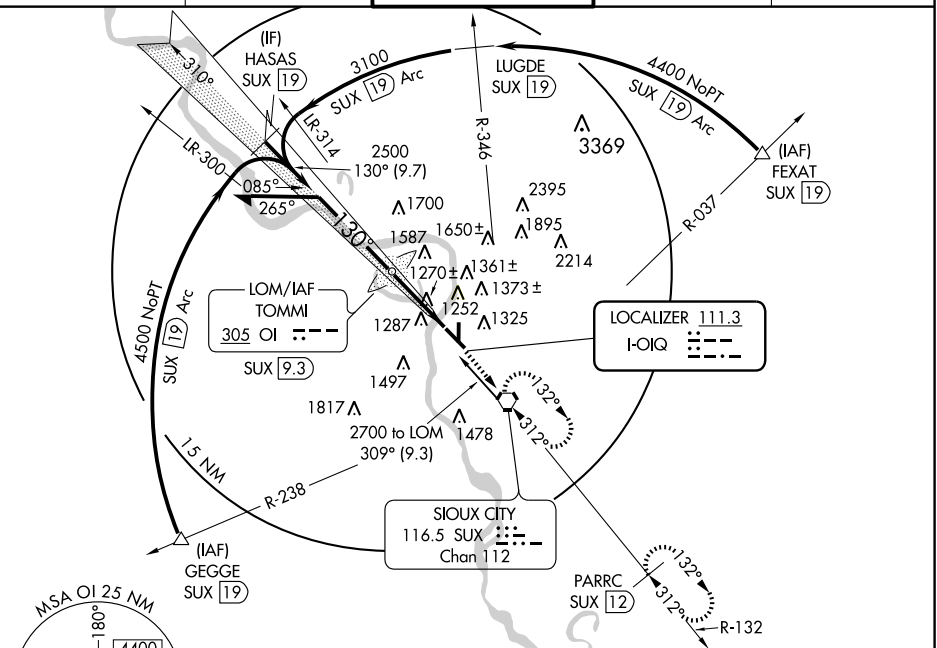
**MISSED APPROACH:** Climb to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS  
119.45 270.8

SIoux CITY APP CON  
124.6 307.0

SIOUX CITY TOWER ★  
 118.7 (CTAF) **L** 254.3

GND CON  
**121.9 348.6**

UNICOM  
122.95

CATEGORY	A	B	C	D	E						
S-ILS 13	1295-¾ 200 (200-¾)					REIL Rwy 17 0 HIRL Rwy 13-31 0 1152 ± Δ MIRL Rwy 17-35 0					
S-LOC 13	1580-¾ 485 (500-¾)	1580-1¼ 485 (500-1¼)	1580-1½ 485 (500-1½)	1580-1¾ 485 (500-1¾)	FAF to MAP 4.2 NM						
CIRCLING	1640-1 542 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	Knots	60	90	120	150	180	
					Min:Sec	4:12	2:48	2:06	1:41	1:24	

SIOUX CITY, IOWA  
Amdt 1F 10210

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)  
42°24'N-96°23'W ILS or LOC RWY 13

ILS or LOC RWY 13

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3. 26 AUG 2010 to 23 SEP 2010

LOC I-SUX	APP CRS	Rwy Idg	<b>9002</b>
<b><u>109.3</u></b>	<b>310°</b>	TDZE	<b>1096</b>
		Apt Elev	<b>1098</b>

ILS or LOC RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)



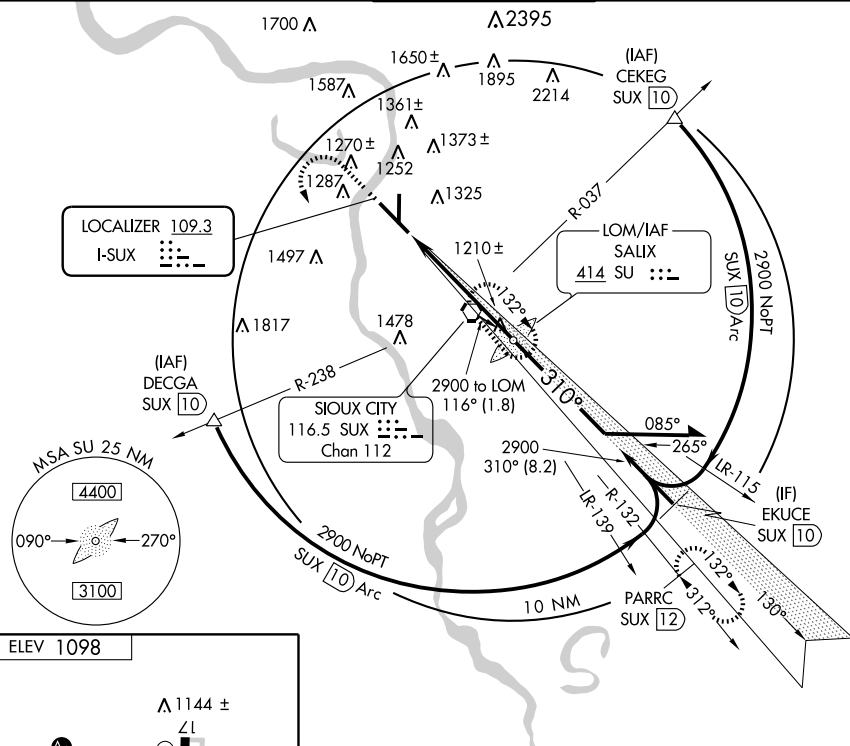
**MISSED APPROACH:** Climb to 1500 then climbing left turn to 2900 direct to SUX VORTAC and hold. (TACAN aircraft continue via SUX R-132 to PARRC 12 DME and hold SE, right turn, 312° inbound.)

ATIS  
119.45 270.8

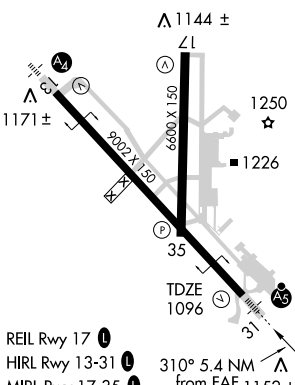
SIoux CITY APP CON  
124.6 307.0

SIOUX CITY TOWER ★  
118.7 (CTAF) 254.3

GND CON  
121.9 348.6

UNICOM  
122.95

ELEV 1098



REIL Rwy 17 **L**  
HIRL Rwy 13-31 **L**  
MIRL Rwy 17-35 **L**

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

Diagram illustrating a flight path for a Category A aircraft. The path starts at a distance of 1500 from the LOM, turns 2900 degrees, and then turns 130 degrees to a heading of 2900. The distance from the LOM to the turn point is 2877. The distance from the turn point to the LOM is 5.4 NM. The aircraft is 116.5 NM from the LOM. The diagram also shows a 310 degree heading and a 2900 heading. The aircraft is 3.00 degrees from the TCH 43. The diagram is labeled with 'SUX' and 'LOM'.

SIoux CITY, IOWA

Amdt 24E 10210

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

42°24'N-96°23'W

ILS or LOC RWY 31

LOM OI <b>305</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>9002</b> <b>1093</b> <b>1098</b>
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# NDB RWY 13

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

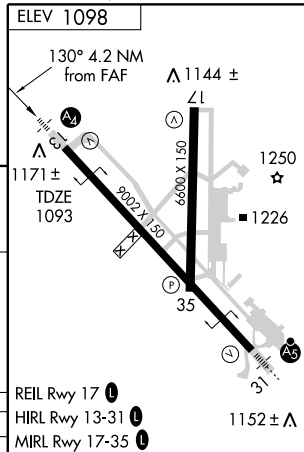
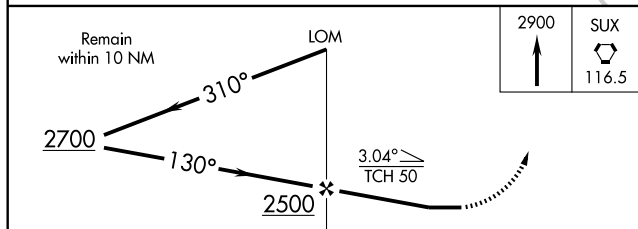
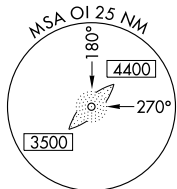
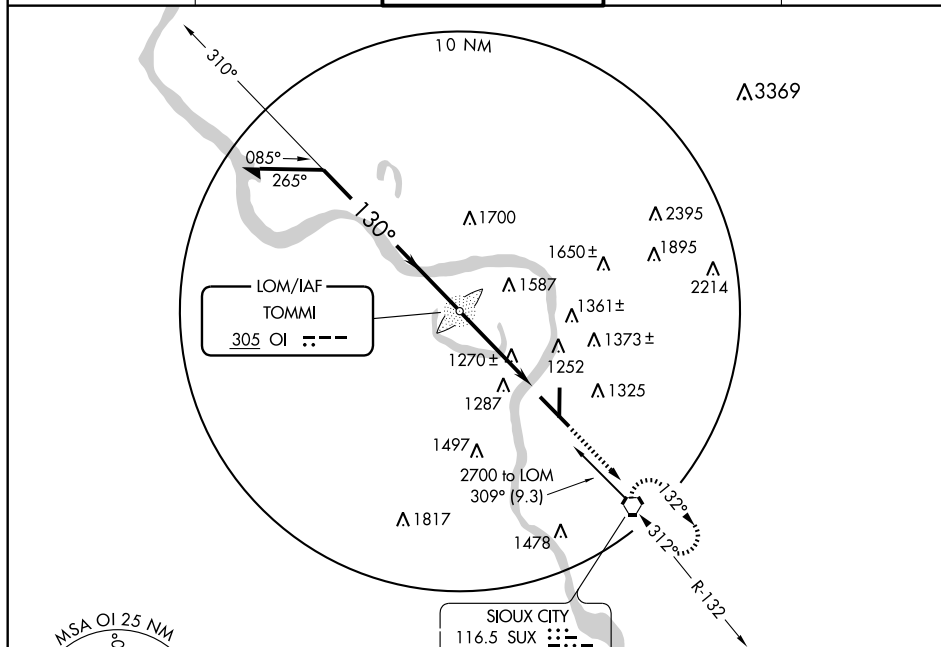


Cat C inoperative table does not apply.



MISSED APPROACH: Climb to 2900 direct SUX VORTAC and hold.

ATIS <b>119.45 270.8</b>	SIOUX CITY APP CON <b>124.6 307.0</b>	SIOUX CITY TOWER★ <b>118.7 (CTAF) 254.3</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-13	1660-3/4 567 (600-3/4)		1660-1 1/2 567 (600-1 1/2)	1660-1 3/4 567 (600-1 3/4)
CIRCLING	1660-1 562 (600-1)		1660-1 1/2 562 (600-1 1/2)	1680-2 582 (600-2)

 SIOUX CITY, IOWA  
Amdt 15C 10210

 SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)  
42°24'N-96°23'W  
NDB RWY 13

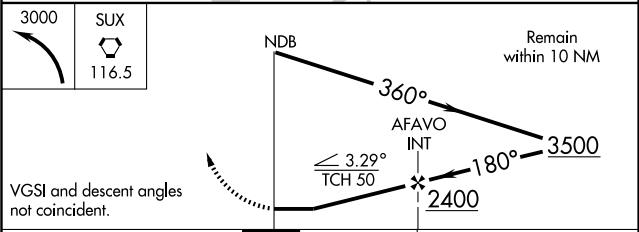
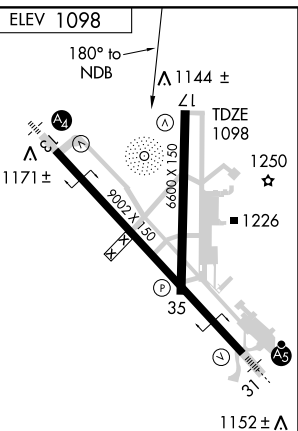
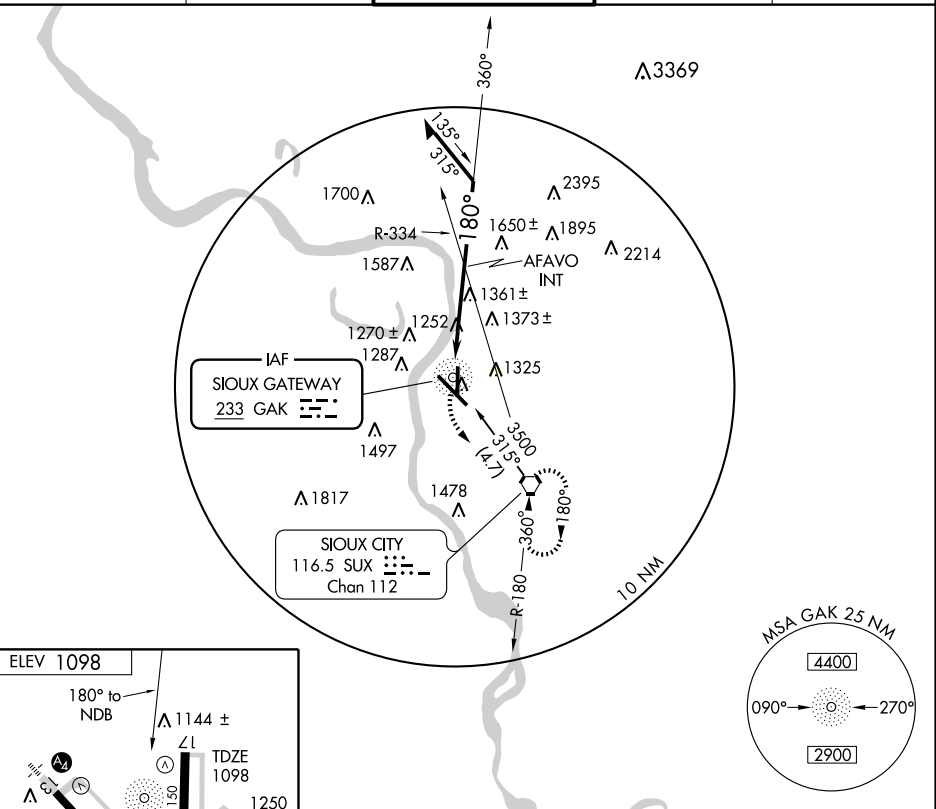
NDB GAK <b>233</b>	APP CRS <b>180°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>1098</b> <b>1098</b>
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# NDB RWY 17

SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)

NA	MISSED APPROACH: Climbing left turn to 3000 direct SUX VORTAC and hold.		
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ATIS <b>119.45 270.8</b>	SIoux CITY APP CON <b>124.6 307.0</b>	SIoux CITY TOWER★ <b>118.7 (CTAF) 0 254.3</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-17	1760-1	662 (700-1)	1760-1 <sup>34</sup> 662 (700-1 <sup>34</sup> )	1760-2 662 (700-2)
CIRCLING	1760-1	662 (700-1)	1760-1 <sup>34</sup> 662 (700-1 <sup>34</sup> )	1760-2 662 (700-2)

NDB RWY 31

LOM SU <b><u>414</u></b>	APP CRS <b>310°</b>	Rwy Idg <b>9002</b> TDZE <b>1095</b> Apt Elev <b>1098</b>
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SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

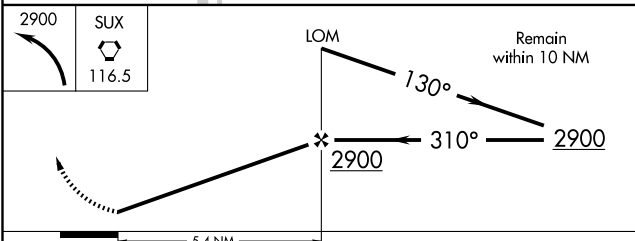
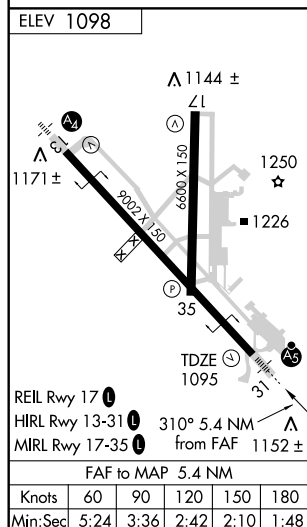
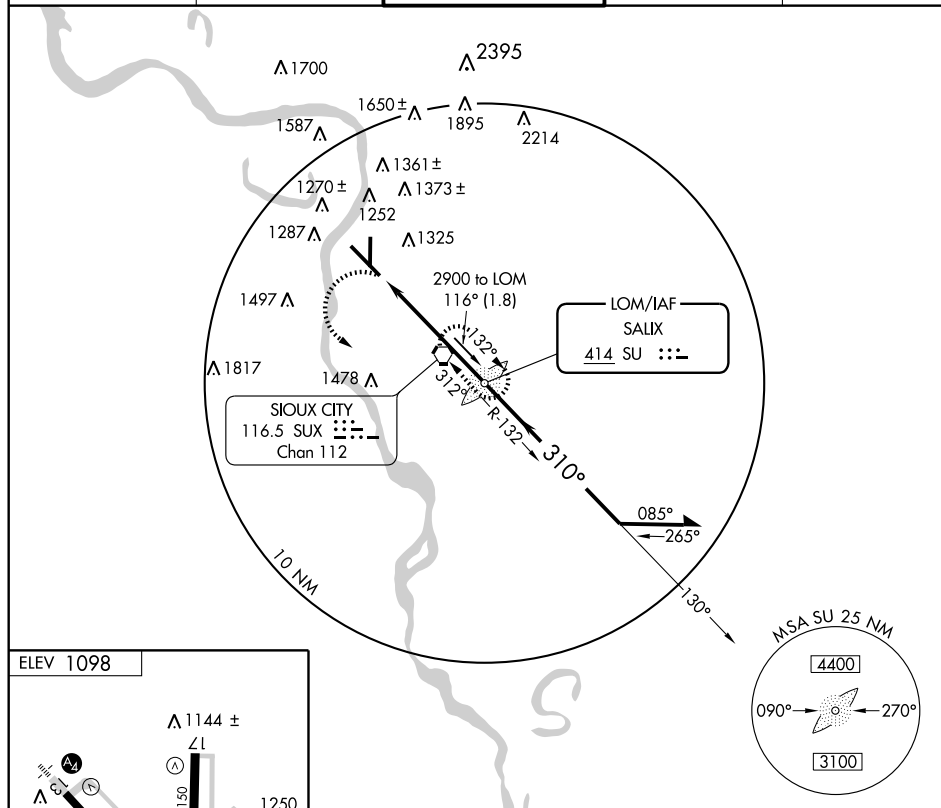


NA



**MISSED APPROACH:** Climbing left turn to 2900 direct SUX VORTAC and hold.

ATIS 119.45 270.8	SIoux CITY APP CON 124.6 307.0	SIoux CITY TOWER * 118.7 (CTAF) 0 254.3	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	3.4 NM		C	D
	A	B		
S-31	1620/40	525 (600-34)	1620/50 525 (600-1)	1620-1½ 525 (600-1½)
CIRCLING	1640-1	542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)

NDB GAK <b>233</b>	APP CRS <b>344°</b>	Rwy Idg TDZE Apt Elev	<b>6600</b> <b>1096</b> <b>1098</b>
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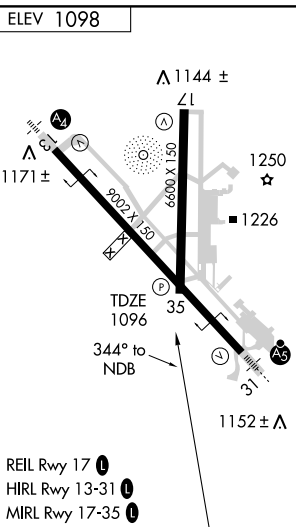
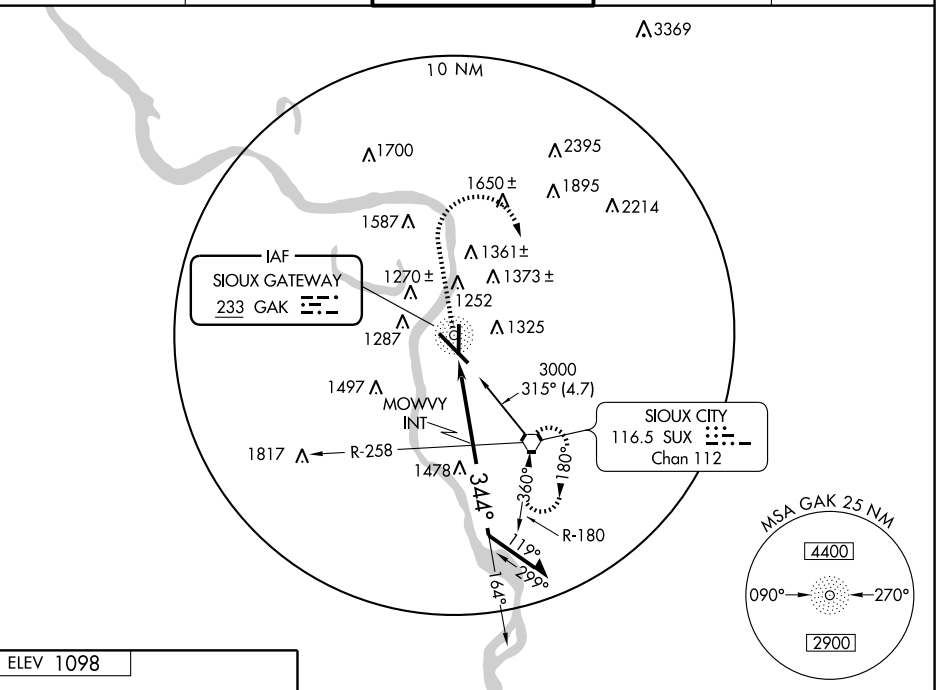
# NDB RWY 35


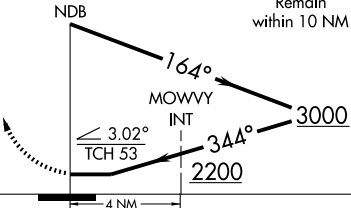
SIoux GATEWAY/COLONEL BUD DAY FIELD (SUX)



MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct SUX VORTAC and hold.

ATIS <b>119.45 270.8</b>	SIoux CITY APP CON <b>124.6 307.0</b>	SIoux CITY TOWER★ <b>118.7 (CTAF) 0 254.3</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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1800 ↑	3000 ↗	SUX 116.5 	 <p>Remain within 10 NM</p>			
CATEGORY	A	B	C	D		
S-35	2200-1¼ 1104 (1200-1¼)	2200-1½ 1104 (1200-1½)	2200-3	1104 (1200-3)		
CIRCLING	2200-1¼ 1102 (1200-1¼)	2200-1½ 1102 (1200-1½)	2200-3	1102 (1200-3)		
MOWVY FIX MINIMUMS						
S-35	1560-1	464 (500-1)	1560-1¼ 464 (500-1¼)	1560-1½ 464 (500-1½)		
CIRCLING	1640-1	542 (600-1)	1640-1½ 542 (600-1½)	1680-2 582 (600-2)		





APP CRS **175°**  
Rwy Idg **6600**  
TDZE **1098**  
Apt Elev **1098**

# RNAV (GPS) RWY 17

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

- ▼ DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.  
▲ When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet. Increase LNAV and circling Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4400 direct JMBON and hold.

ATIS  
**119.45 270.8**

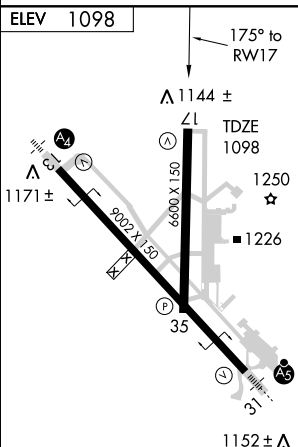
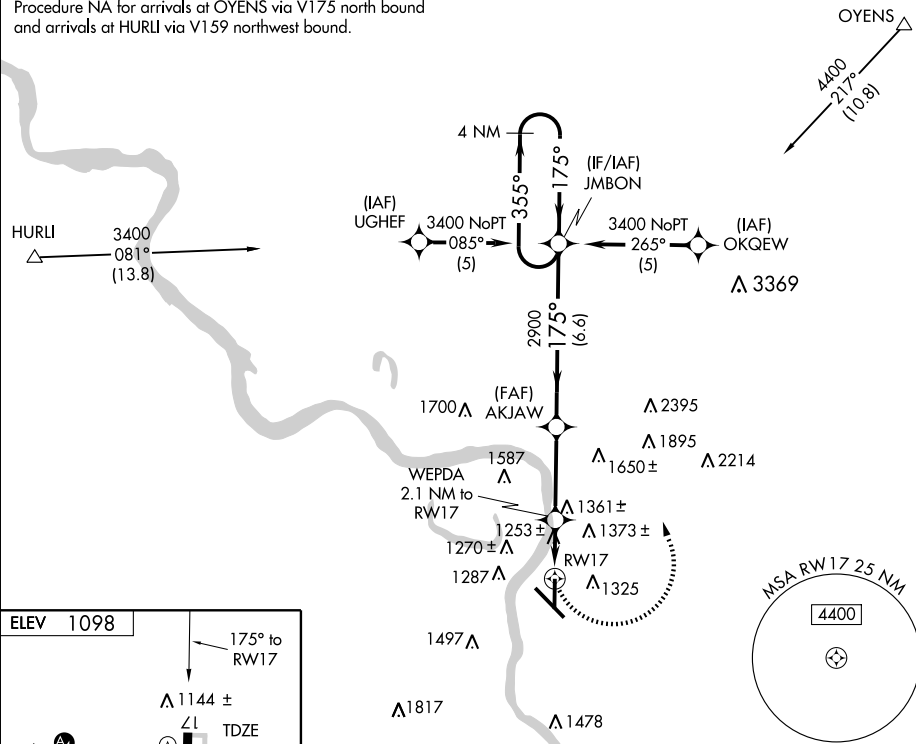
SIOUX CITY APP CON  
**124.6 307.0**

SIOUX CITY TOWER★  
**118.7 (CTAF) 0 254.3**

GND CON  
**121.9 348.6**

UNICOM  
**122.95**

Procedure NA for arrivals at OYENS via V175 north bound and arrivals at HURLI via V159 northwest bound.



REIL Rwy 17  
HIRL Rwy 13-31  
MIRL Rwy 17-35

4400 JMBON VGSI and descent angles not coincident. 4 NM Holding Pattern				
WEPDA 2.1 NM to RW17 1880 175° 355° 3400 2900				
RW17 3.30° TCH 47 2.1 NM 3.3 NM 6.6 NM				
CATEGORY	A	B	C	D
LNAV MDA	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1660-1¾ 562 (600-1¾)
CIRCLING	1660-1	562 (600-1)	1660-1½ 562 (600-1½)	1680-2 582 (600-2)

SIOUX CITY, IOWA  
Orig 10210

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)  
42°24'N-96°23'W

# RNAV (GPS) RWY 17

WAAS CH <b>90211</b> <b>W31A</b>	APP CRS <b>310°</b>	Rwy Idg TDZE <b>1096</b> Apt Elev <b>1098</b>
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## RNAV (GPS) RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

**▼** Baro-VNAV NA when using LeMars altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

**▲** When local altimeter setting not received, use Le Mars altimeter setting and increase all DA 70 feet and all MDA 80 feet. Increase LNAV/VNAV visibility to RVR 6000 all Cats, increase LNAV Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and Cat E visibility ¼ mile. Increase circling Cat C/D visibility ¼ mile.

For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.

For inoperative MALSR, when using Le Mars altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 2.

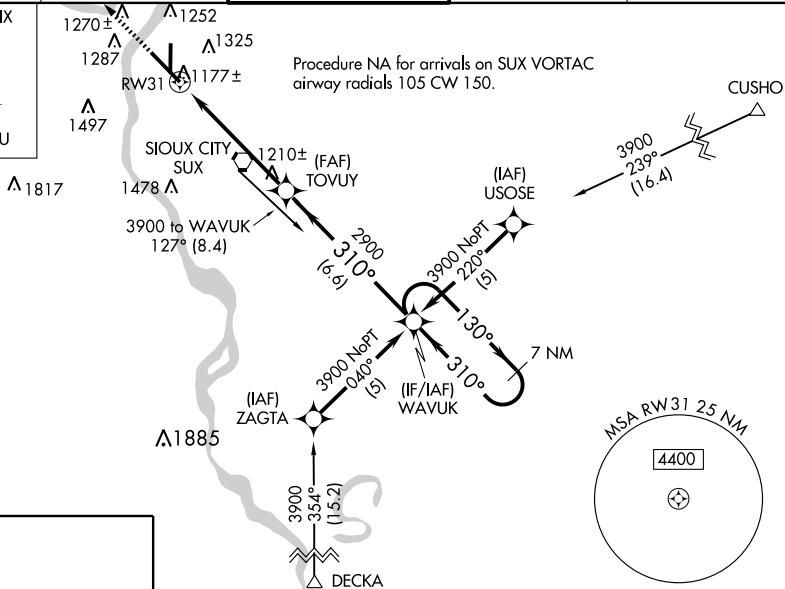
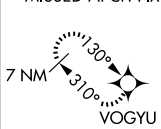
MALSR



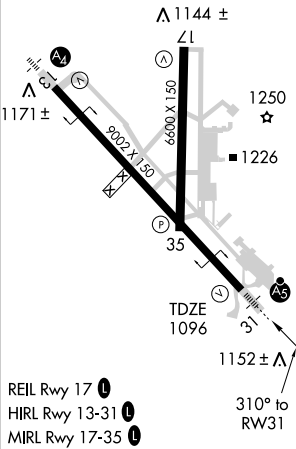
**MISSED APPROACH:**  
Climb to 3500 direct  
VOGYU and hold.

ATIS <b>119.45 270.8</b>	SIOUX CITY APP CON <b>124.6 307.0</b>	SIOUX CITY TOWER★ <b>118.7 (CTAF) 0 254.3</b>	GND CON <b>121.9 348.6</b>	UNICOM <b>122.95</b>
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MISSED APCH FIX



ELEV 1098



REIL Rwy 17

HIRL Rwy 13-31

MIRL Rwy 17-35

SIOUX CITY, IOWA

Orig 10210

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

42°24'N-96°23'W

## RNAV (GPS) RWY 31



VORTAC SUX	APP CRS	Rwy Idg	<b>9002</b>
<b>116.5</b>	<b>312°</b>	TDZE	<b>1096</b>
Chan <b>112</b>		Apt Elev	<b>1098</b>

## VOR or TACAN RWY 31

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

When local altimeter setting not received, use Le Mars altimeter setting and increase all MDA 80 feet, and increase S-31 Cat C visibility to RVR 5000, Cat D visibility to RVR 6000, Cat E visibility to 1½ mile, Circling Cat C/D visibility ½ mile. For inoperative MALSR, increase S-31 Cat E visibility ½ mile. VDP NA when using Le Mars altimeter setting.

MALSR



MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct SUX VORTAC and hold. (TACAN aircraft continue climb to 3000 via SUX R-132 to PARRC/12 DME and hold SE, right turn, 312° inbound.)

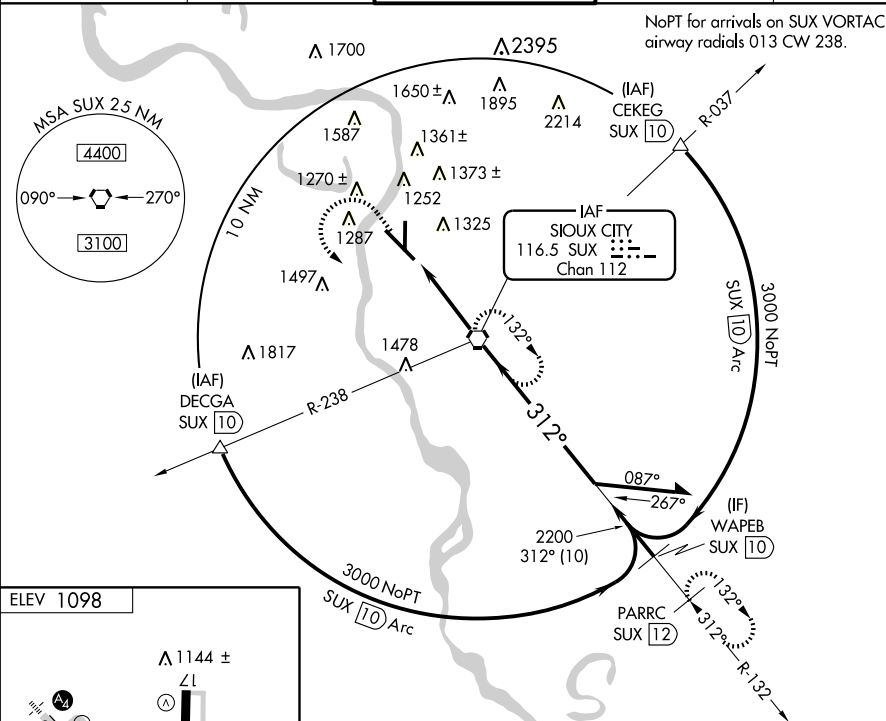
ATIS  
**119.45 270.8**

SIOUX CITY APP CON  
**124.6 307.0**

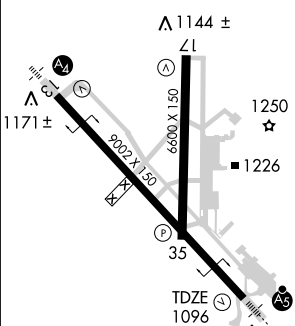
SIOUX CITY TOWER★  
**118.7 (CTAF) 0 254.3**

GND CON  
**121.9 348.6**

UNICOM  
**122.95**



ELEV 1098

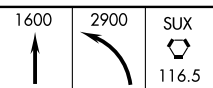


FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

SIOUX CITY, IOWA

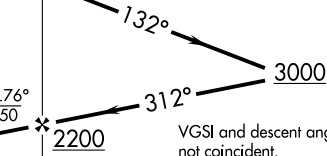
42°24'N-96°23'W

Amdt 26 10210



VORTAC  
116.5

Remain  
within 15 NM



VGSI and descent angles  
not coincident.

CATEGORY	A	B	C	D	E
S-31	1560/24 464 (500-½)	1560/40 464 (500-¾)	1560/50 464 (500-1)	1560/60 464 (500-1½)	1560/70 464 (500-2)
CIRCLING	1640-1 542 (600-1)	1680-2 562 (600-½)	1680-2 582 (600-2)	2000-3 902 (1000-3)	2000-3 902 (1000-3)

SIOUX GATEWAY/COLONEL BUD DAY FIELD (SUX)

## VOR or TACAN RWY 31

**SPENCER MUNI** (SPW) 3 NW UTC-6(-5DT) N43°09.93' W95°12.17'1339 B S4 **FUEL** 100LL, JET A NOTAM FILE SPW**RWY 12-30:** H6000X100 (CONC) S-30, D-50 MIRL**RWY 12:** MALSR. VASI(V2L)—GA 3.0° TCH 47'.**RWY 30:** REIL. VASI(V2L)—GA 3.0° TCH 27'. Thld dspcd 500'. Road.**RWY 18-36:** H5100X75 (CONC) S-30, D-50 MIRL**RWY 18:** REIL. PAPI(P4L)—GA 3.0°.**RWY 36:** REIL. PAPI(P4L)—GA 3.0°. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-0100Z†, Sat-Sun 1400-2300Z†. For attendant after hrs call 712-262-1002. Ultralight activity on and invof arpt. Waterfowl invof arpt. Rwy 12 is calm wind rwy. ACTIVATE MIRL Rwy 12-30 and Rwy 18-36; MALSR Rwy 12; VASI Rwy 12 and Rwy 30; PAPI Rwy 18 and Rwy 36; REIL Rwy 30, Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** ASOS 126.625 (712) 262-8885.**COMMUNICATIONS:** CTAF/UNICOM 123.0**MINNEAPOLIS CENTER APP/DEP CON** 127.75**RCO** 122.15 (FORT DODGE RADIO)**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.(L) **VORW/DME** 110.0 SPW Chan 37 N43°09.73' W95°12.06' at fld. 1330/5E.**LITTLE SIOUX NDB (MHW)** 326 LTU N43°07.62' W95°07.96' 302° 3.9 NM to fld. Unmonitored.**SNORE NDB (LOM)** 394 SP N43°13.96' W95°19.66' 121° 6.8 NM to fld.**ILS** 110.9 I-SPW Rwy 12. LOM **SNORE NDB.** ILS unmonitored.

OMAHA

H-5C, L-121

IAP

**SPIRIT LAKE MUNI** (ØF3) 3 SW UTC-6(-5DT) N43°23.25' W95°08.35'

1434 NOTAM FILE FOD

**RWY 16-34:** H3015X50 (ASPH) LIRL**RWY 16:** REIL. Trees.**RWY 34:** Tree

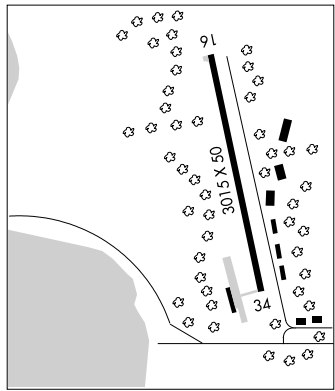
**AIRPORT REMARKS:** Attended May-Sep irregularly. Rwy 16 REIL pilot controlled lighting OTS indef; REIL on low ints continuously. ACTIVATE REIL Rwy 16—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE SPW.

**SPENCER (L) VORW/DME** 110.0 SPW Chan 37 N43°09.73' W95°12.06' 006° 13.8 NM to fld. 1330/5E.

OMAHA

L-121



LOC I-SPW <b>110.9</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>1339</b> <b>1339</b>
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# ILS or LOC RWY 12

SPENCER MUNI (SPW)

**NA** When local altimeter setting not received, use Estherville altimeter setting and increase DA and all MDA 60 feet, increase S-LOC 12 and Circling Cat D visibility ¼ mile. For inoperative MALSR, when using Estherville altimeter setting, increase S-ILS 12 all Cats visibility to 1 mile. ADF or DME required.

MALSR

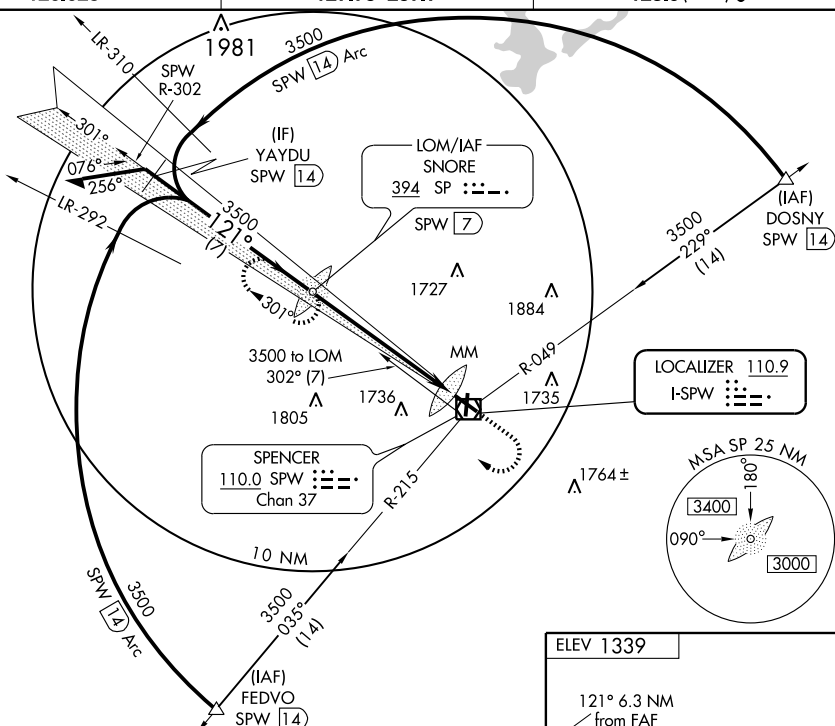


MISSED APPROACH: Climb to 3500 then right turn direct SPW VOR/DME, then via SPW VOR/DME R-302 to SNORE LOM/SPW VOR/DME 7 DME and hold.

ASOS  
**126.625**

MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**123.0 (CTAF)**



Remain  
within 10 NM

SNORE LOM  
SPW (7)

3500  
↑  
VGSI and ILS glide-  
path not coincident.

SPW  
↑  
SPW R-302

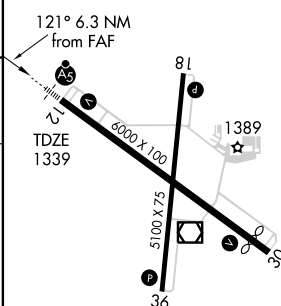


3500  
121°  
GS 3.00°  
TCH 53

3500  
5.8 NM  
0.5

CATEGORY	A	B	C	D
S-ILS 12	1539-½ 200 (200-½)			
S-LOC 12	1760-½	421 (500-½)	1760-¾	421 (500-¾)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)

ELEV 1339



REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36

FAF to MAP 6.3 NM

Knots	60	90	120	150	180
Min:Sec	6:18	4:12	3:09	2:31	2:06

NDB LTU <b>326</b>	APP CRS <b>302°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1337</b> <b>1339</b>
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# NDB RWY 30

SPENCER MUNI (SPW)

▼  
▲ NA

MISSED APPROACH: Climb to 3000 then left turn direct LTU NDB and hold.

ASOS  
**126.625**

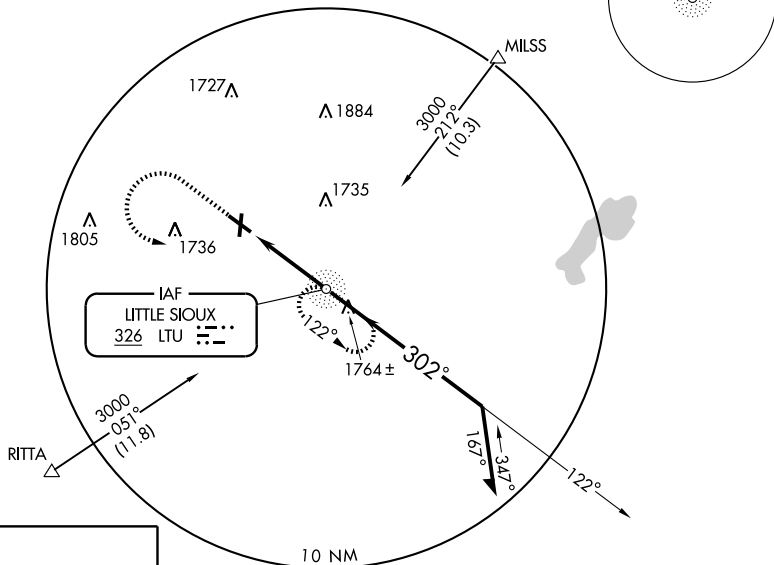
MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**123.0 (CTAF)**

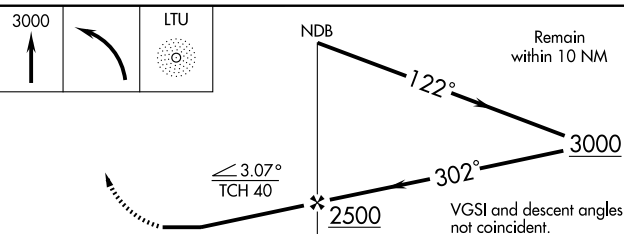
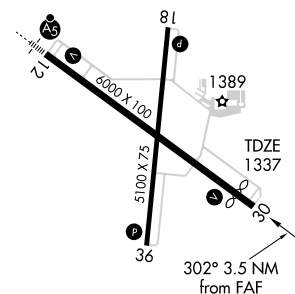
▲ 1905±

MSA LTU 25 NM

3200



ELEV 1339



REIL Rwy 18, 30 and 36

MIRL Rwy 12-30 and 18-36

FAF to MAP 3.5 NM

Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

CATEGORY	A	B	C	D
S-30	1840-1	503 (600-1)	1840-1½	503 (600-1½)
CIRCLING	1840-1	501 (600-1)	1840-1½	2040-2¼
			501 (600-1½)	701 (800-2¼)

SPENCER, IOWA

Amdt 9 10154

43°10'N-95°12'W

SPENCER MUNI (SPW)

# NDB RWY 30



WAAS CH <b>56517</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>1339</b> <b>1339</b>
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# RNAV (GPS) RWY 12

SPENCER MUNI (SPW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all DA and MDA 60 feet, increase LNAV/VNAV visibility all Cat D ¼ mile and Circling Cat D ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. VDP and Baro-VNAV NA when using Estherville altimeter setting.

MALSR

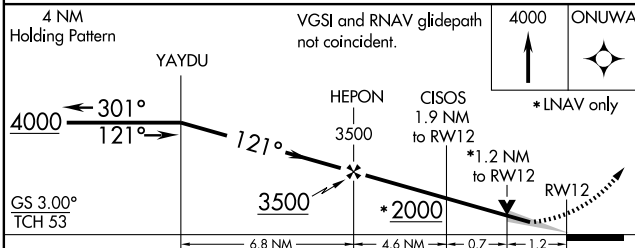
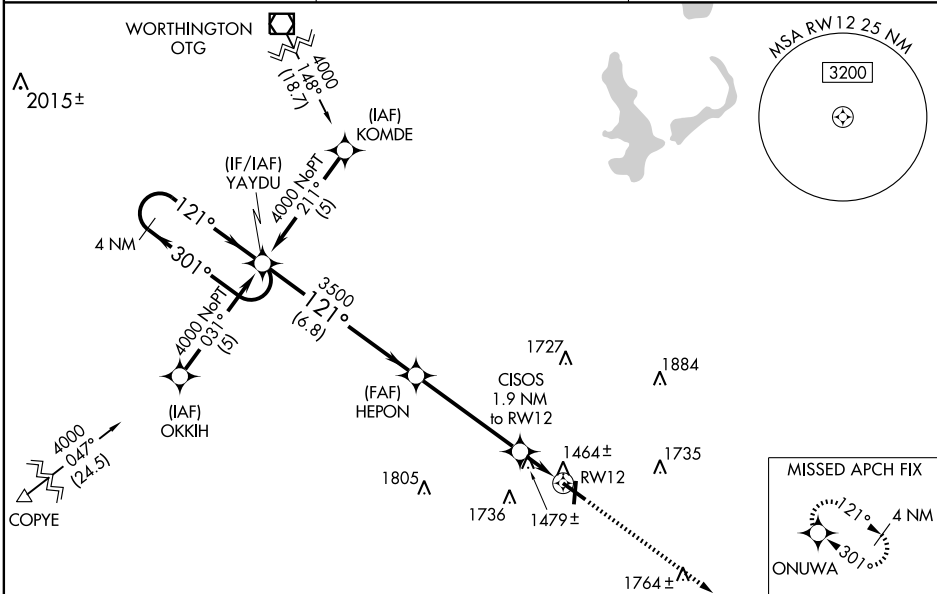


MISSED APPROACH:  
Climb to 4000 direct  
ONUWA and hold.

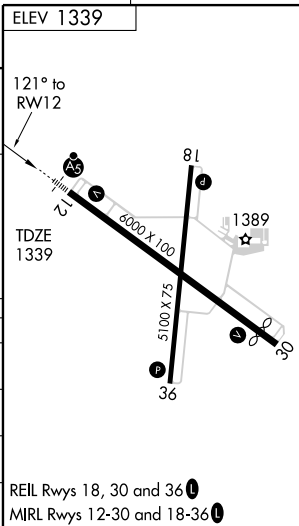
ASOS  
**126.625**

MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	1539-½		200 (200-½)	
LNAV/VNAV DA	1734-¾		395 (400-¾)	
LNAV MDA	1740-½	401 (500-½)	1740-¾ 401 (500-¾)	1740-1 401 (500-1)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)



APP CRS **181°**  
Rwy ldg **5100**  
TDZE **1337**  
Apt Elev **1339**

# RNAV (GPS) RWY 18

SPENCER MUNI (SPW)

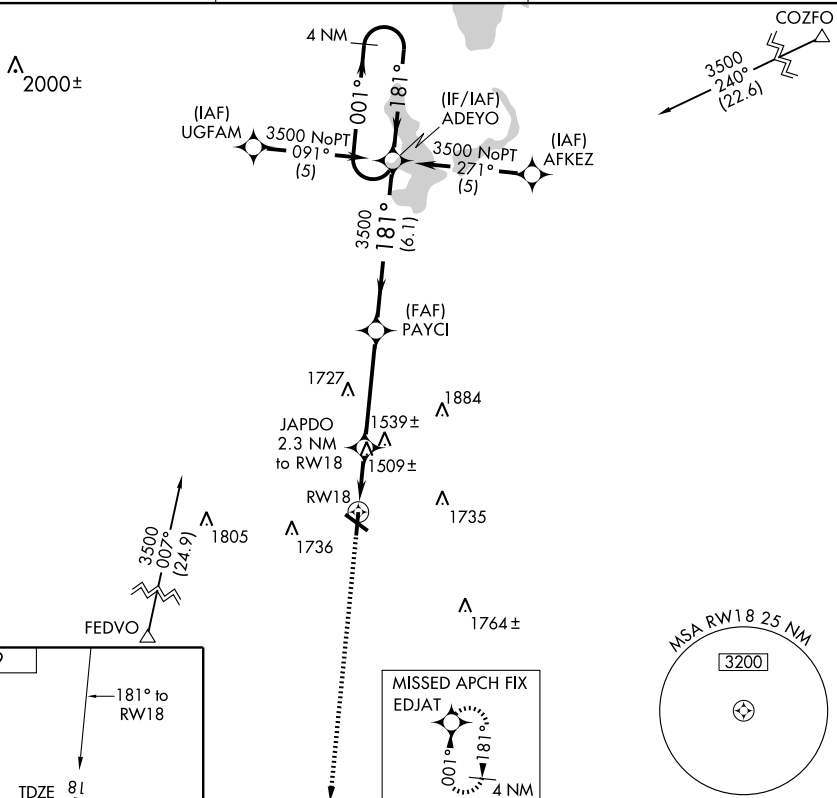
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat D visibility ¼ mile. VDP NA when using Estherville altimeter setting.

MISSED APPROACH: Climb to 3500 direct EDJAT and hold.

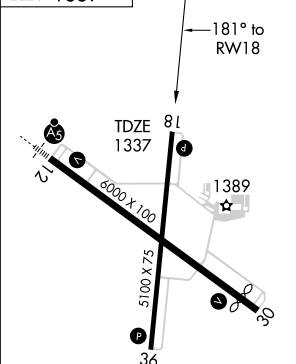
ASOS  
**126.625**

MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**123.0 (CTAF) 0**



ELEV 1339



REIL Rwy 18, 30 and 36 **0**  
MIRL Rwy 12-30 and 18-36 **0**

3500	EDJAT	JAPDO 2.3 NM to RW18	PAYCI	ADEYO	4 NM Holding Pattern
1.2 NM to RW18	1.1 NM	4.2 NM	6.1 NM		
1.2	1.1	4.2	6.1		
CATEGORY	A	B	C	D	
LNAV MDA	1760-1	423 (500-1)	1760-1¼	423 (500-1¼)	
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)	

APP CRS **301°**  
 Rwy Idg **5500**  
 TDZE **1337**  
 Apt Elev **1339**

# RNAV (GPS) RWY 30

SPENCER MUNI (SPW)

**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV Cat C/D and Circling Cat D visibility ¼ mile. VDP NA with Estherville altimeter setting.

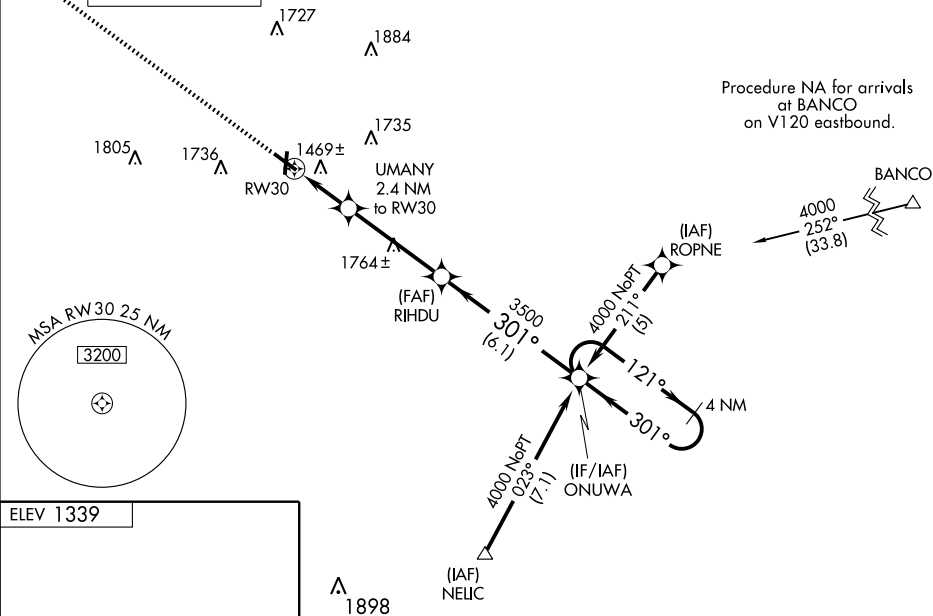
MISSED APPROACH: Climb to 4000 direct YAYDU and hold.

ASOS  
**126.625**

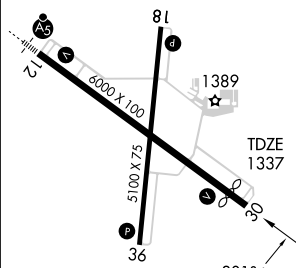
MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**123.0 (CTAF) 0**

MISSED APCH FIX



ELEV 1339



REIL Rwy 18, 30 and 36  
 MRL Rwy 12-30 and 18-36

CATEGORY	A		B		C		D	
	LNAV MDA		1720-1 383 (400-1)		1720-1½ 383 (400-1½)		2040-2½ 701 (800-2½)	
CIRCLING		1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	1800-1½ 461 (500-1½)	2040-2½ 701 (800-2½)		

SPENCER, IOWA  
 Orig 03JUN10

43°10'N-95°12'W

SPENCER MUNI (SPW)  
**RNAV (GPS) RWY 30**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS <b>001°</b>	Rwy ldg <b>5100</b>
	TDZE <b>1337</b>
	Apt Elev <b>1339</b>

# RNAV (GPS) RWY 36

SPENCER MUNI (SPW)

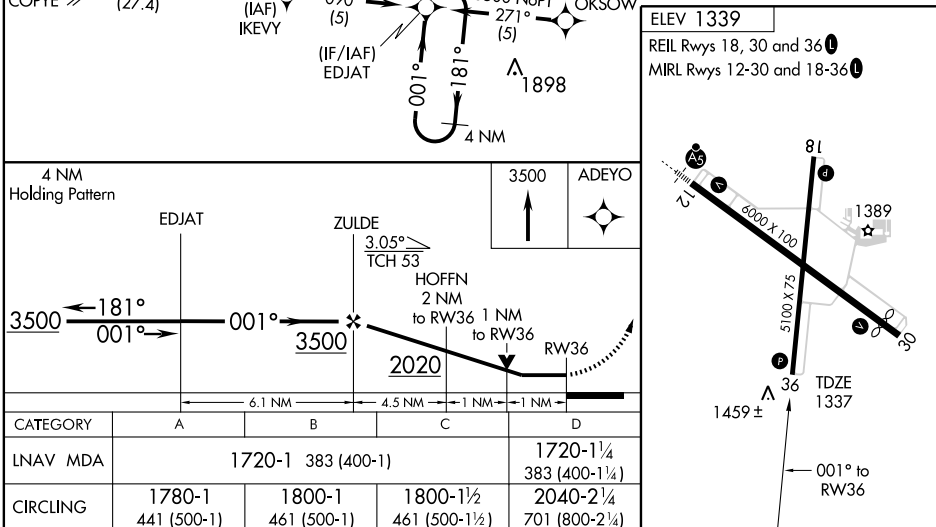
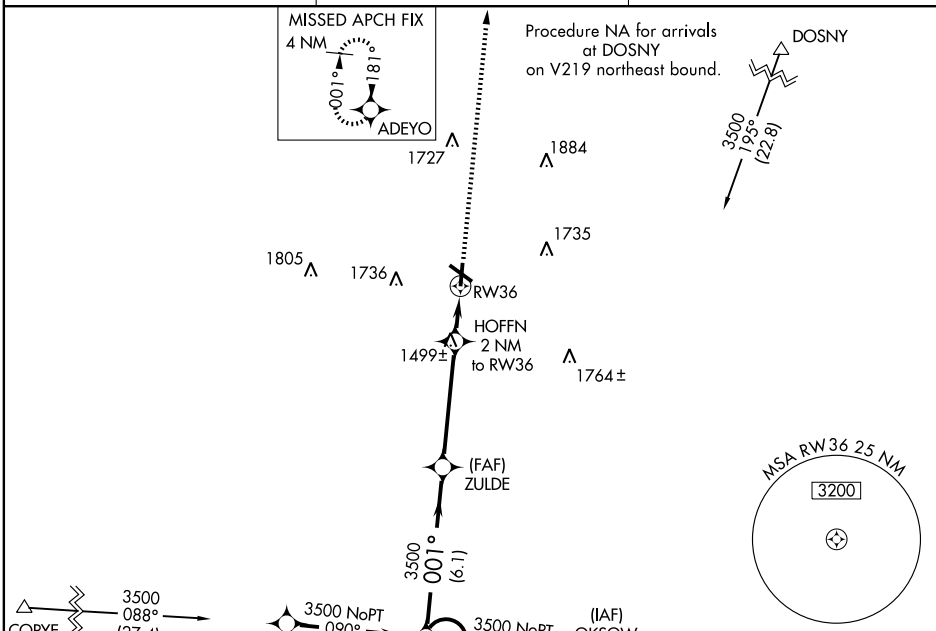
**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase LNAV Cat C and D visibility ¼ mile and Circling Cat D ¼ mile. VDP NA with Estherville altimeter setting.

**MISSED APPROACH:**  
Climb to 3500 direct ADEYO and hold.

ASOS  
**126.625**

MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**123.0 (CTAF) 0**



VOR/DME SPW <b>110.0</b> Chan <b>37</b>	APP CRS <b>127°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>1339</b> <b>1339</b>
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# VOR RWY 12

SPENCER MUNI (SPW)

When local altimeter setting not received, use Estherville altimeter setting and increase all MDA 60 feet, increase S-12 and Circling Cat C and D visibility ¼ mile, NENPE FIX Minimums: Increase Circling Cat D visibility ¼ mile. NENPE FIX Minimums: For inoperative MALSR increase S-12 Cat D visibility to 1¼ mile. VDP NA when using Estherville altimeter setting.

MALSR

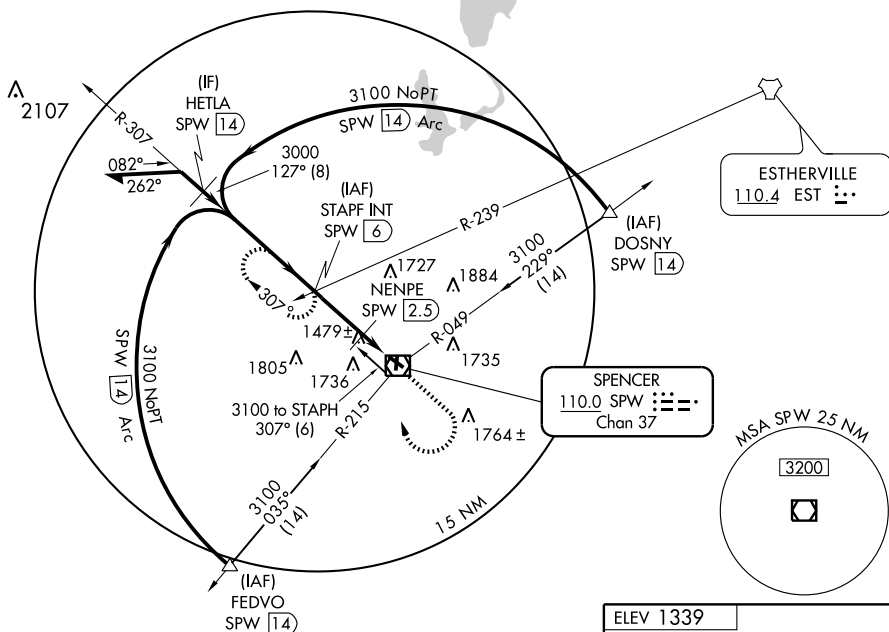


MISSED APPROACH: Climb to 3000, then right turn direct SPW VOR/DME, then via SPW VOR/DME R-307 to STAFF INT/SPW 6 DME and hold.

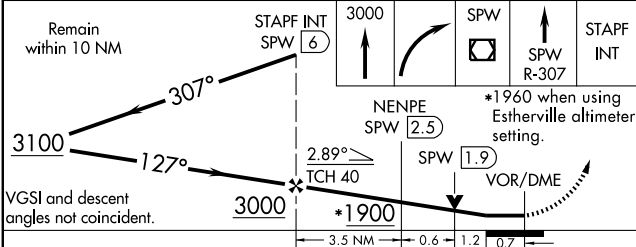
ASOS  
**126.625**

MINNEAPOLIS CENTER  
**127.75 257.7**

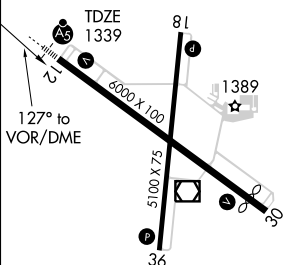
UNICOM  
**123.0 (CTAF)**



ELEV 1339



CATEGORY	A	B	C	D
S-12	1900-½ 561 (600-½)		1900-1 561 (600-1)	1900-1¼ 561 (600-1¼)
CIRCLING	1900-1 561 (600-1)		1900-1½ 561 (600-1½)	2040-2¼ 701 (800-2¼)
NENPE FIX MINIMUMS				
S-12	1740-½ 401 (500-½)		1740-¾ 401 (500-¾)	1740-1 401 (500-1)
CIRCLING	1780-1 441 (500-1)	1800-1 461 (500-1)	1800-1½ 461 (500-1½)	2040-2¼ 701 (800-2¼)



REIL Rwy 18, 30 and 36  
MIRL Rwy 12-30 and 18-36

VOR/DME SPW <b>110.0</b> Chan <b>37</b>	APP CRS <b>292°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>1337</b> <b>1339</b>
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# VOR RWY 30

SPENCER MUNI (SPW)

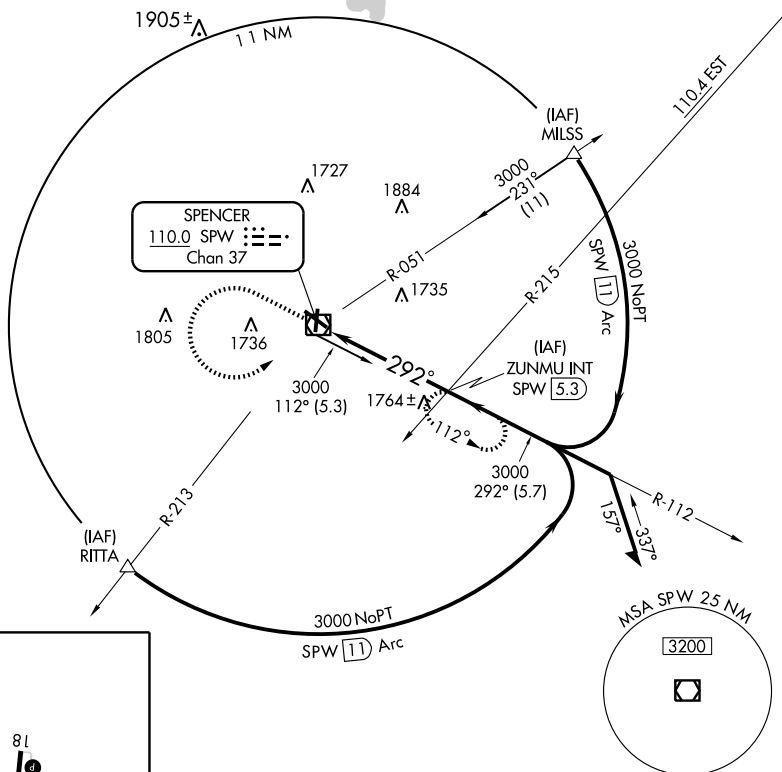


MISSED APPROACH: Climb to 3000, then left turn direct SPW VOR/DME, then via SPW R-112 to ZUNMU INT/ SPW 5.3 DME and hold.

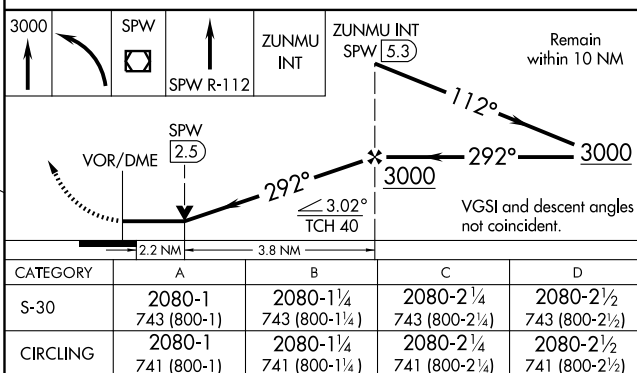
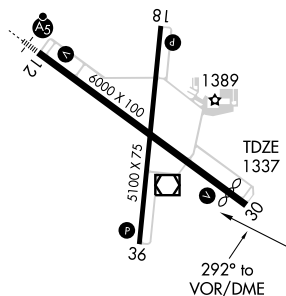
ASOS  
**126.625**

MINNEAPOLIS CENTER  
**127.75 257.7**

UNICOM  
**123.0 (CTAF)**



ELEV 1339



REIL Rwy 18, 30 and 36  
MIRL Rwy 12-30 and 18-36

SPENCER, IOWA  
Amdt 3A 11MAR10

43°10'N-95°12'W

SPENCER MUNI (SPW)  
**VOR RWY 30**

**STORM LAKE MUNI** (SLB) 3 SW UTC-6(-5DT) N42°35.84' W95°14.44'

1488 B S4 FUEL 100, JET A NOTAM FILE SLB

RWY 17-35: H5000X75 (CONC) S-30, D-38 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 27'.

RWY 13-31: H3034X50 (CONC) S-4 MIRL 0.4% up NW

RWY 13: Thld dsplcd 172'. Road.

RWY 06-24: 1855X90 (TURF)

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. For attendant after hours call 712-732-6301. Rwy 06-24 CLOSED winter months Nov thru Mar. Rwy 35 is calm wind rwy. Rwy 06-24 marked with yellow cones. ACTIVATE MIRL Rwy 13-31 and Rwy 17-35 and REIL Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (712) 732-2301.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

GCO 121.725 (FORT DODGE FSS) OTS indef.

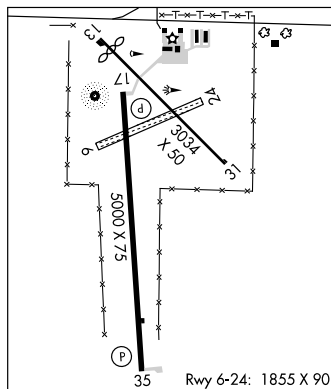
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 262° 41.9 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 434 SLB N42°36.03' W95°14.66' at fld.

NOTAM FILE SLB.

**SULLY MUNI** (8C2) 0 S UTC-6(-5DT) N41°34.45' W92°50.80'

922 NOTAM FILE FOD

RWY 08-26: 2130X120 (TURF)

RWY 08: Thld dsplcd 195'. Tree.

RWY 26: Thld dsplcd 915'. Tree.

**AIRPORT REMARKS:** Unattended. CLOSED winters due to snow. Rwy 08-26 thlds and edges marked with cones. Rwy 26 dsplcd thld marked with cones.

**COMMUNICATIONS:** CTAF 122.9**SURFF** N43°03.15' W93°19.66' NOTAM FILE MCW.

NDB (LOM) 348 MC 356° 6.3 NM to Mason City Muni.

**THE EASTERN IOWA** (See CEDAR RAPIDS)**TIPTON****MATHEWS MEM** (8C4) 2 SW UTC-6(-5DT) N41°45.80' W91°09.18'

840 FUEL 100LL NOTAM FILE FOD

RWY 11-29: H3000X60 (CONC) MIRL

RWY 11: Trees.

RWY 29: Road.

**AIRPORT REMARKS:** Attended on call. Rwy 29 is calm wind rwy.**COMMUNICATIONS:** CTAF 122.9

Ⓡ CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z†)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z†)

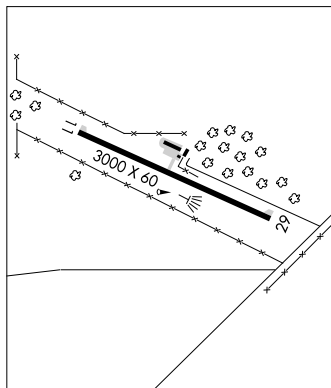
**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 050° 25.4 NM to fld. 770/5E.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 099° 29.4 NM to fld. 870/5E. NOTAM FILE CID.



OMAHA

H-5C, L-121

IAP

CHICAGO

OMAHA

CHICAGO

L-28G

IAP

NDB SLB	APP CRS	Rwy Idg	5000
<b>434</b>	<b>177°</b>	TDZE	<b>1484</b>
		Apt Elev	<b>1488</b>

# NDB RWY 17

## STORM LAKE MUNI (SLB)

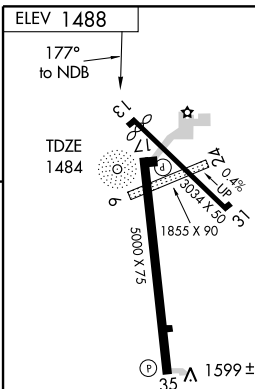
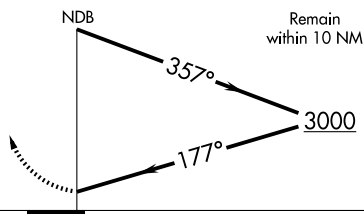
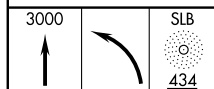
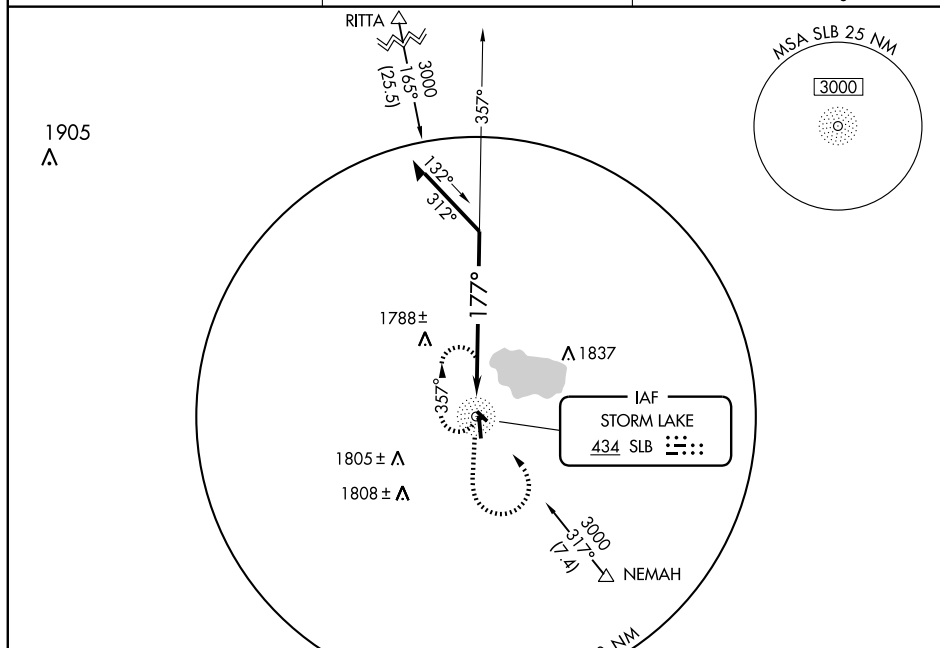
**A** If local altimeter setting not received, use Spencer Muni altimeter setting and increase all MDAs 100 feet.

**MISSED APPROACH:** Climb to 3000 then left turn direct SLB NDB and hold.

AWOS-3  
**118.525**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
S-17	2200-1	716 (800-1)	NA	
CIRCLING	2200-1	712 (800-1)	NA	

REIL Rwy 17 0

MIRL Rwy 13-31 and 17-35 0



NDB SLB <b>434</b>	APP CRS <b>342°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1483</b> <b>1488</b>
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# NDB RWY 35

STORM LAKE MUNI (SLB)

When local altimeter setting not received, use Spencer  
altimeter setting and increase all MDA 100 feet.

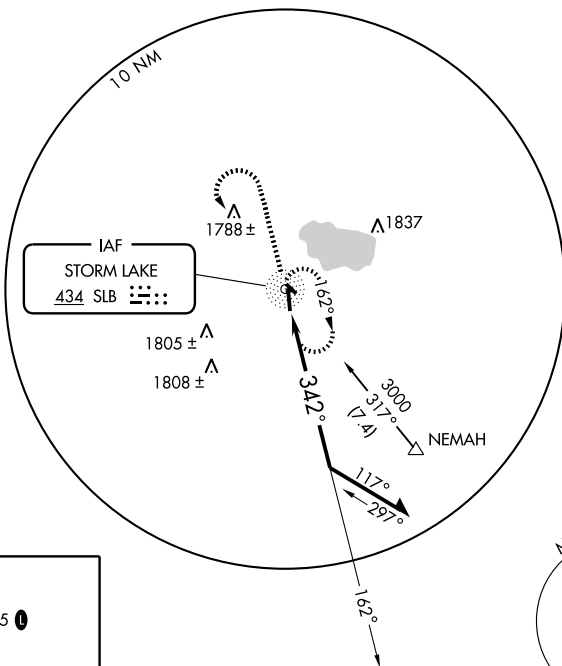
MISSED APPROACH: Climb to 3000 then left turn direct  
SLB NDB and hold.

AWOS-3  
**118.525**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.7 (CTAF)**

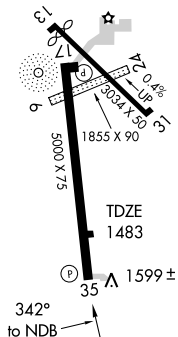
△1905



ELEV **1488**

REIL Rwy 17

MIRL Rwy 13-31 and 17-35



3000



SLB



434

NDB

Remain  
within 10 NM

162°  
3000  
342°

CATEGORY	A	B	C	D
S-35	2020-1	536 (600-1)	NA	NA
CIRCLING	2020-1	532 (600-1)	NA	NA

APP CRS **171°**  
Rwy Idg **5000**  
TDZE **1484**  
Apt Elev **1488**

# RNAV (GPS) RWY 17

STORM LAKE MUNI (SLB)

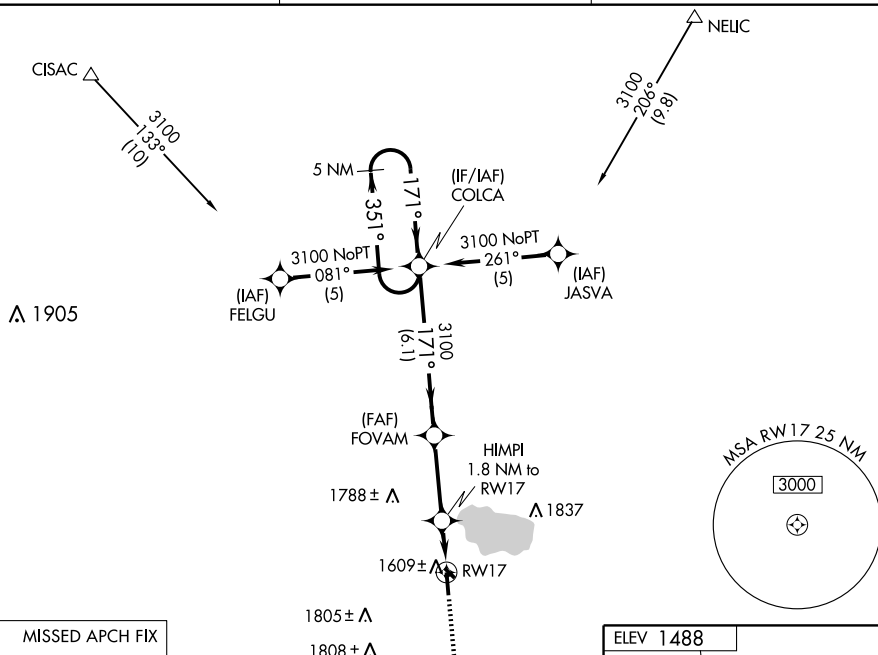
**▲** DME/DME RNP- 0.3 NA. If local altimeter setting not received; use Spencer Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct REBPE and hold.

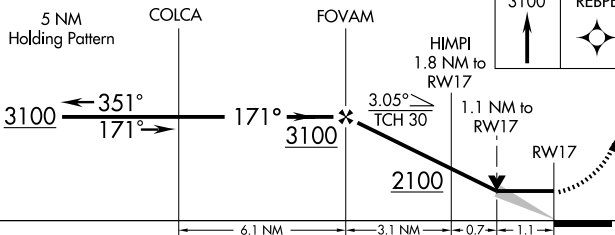
AWOS-3  
**118.525**

MINNEAPOLIS CENTER  
**134.0 288.3**

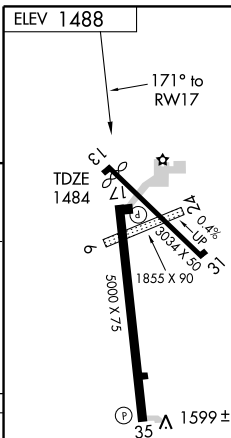
UNICOM  
**122.7 (CTAF) ①**



MISSED APCH FIX



CATEGORY	A	B	C	D
RNAV MDA	1860-1	376 (400-1)	NA	
CIRCLING	1920-1 432 (500-1)	1940-1 452 (500-1)	NA	



REIL Rwy 17 ①  
MIRL Rwy 13-31 and 17-35 ①

WAAS CH <b>86600</b> <b>W35A</b>	APP CRS <b>351°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>1484</b> <b>1488</b>
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# RNAV (GPS) RWY 35

STORM LAKE MUNI (SLB)

**⚠** DME/DME RNP-0.3 NA.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (3°F) or above 152°C (305°F).  
If local altimeter setting not received, use Spencer Muni altimeter setting and increase all DAs/MDAs 100 feet.  
VDP and Baro-VNAV NA when using Spencer Muni altimeter setting.

MISSED APPROACH: Climb to 3100 direct COLCA and hold.

AWOS-3  
**118.525**

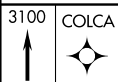
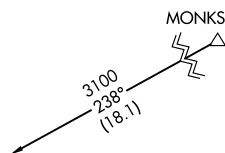
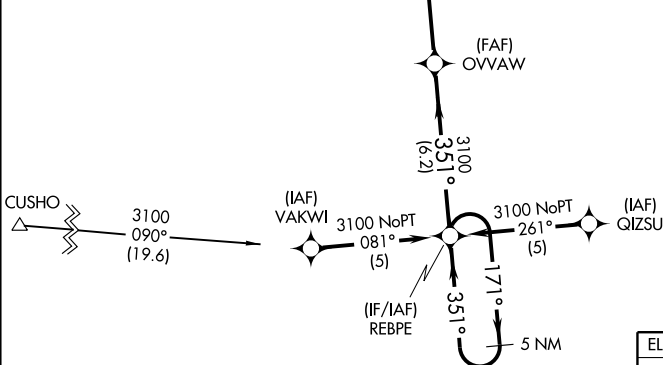
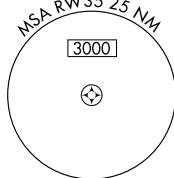
MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.7 (CTAF) 0**

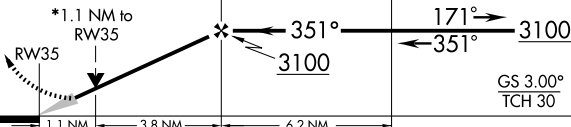
MISSED APCH FIX



1788±  
1805±  
1808±  
RW35  
1599±  
1890  
1837



\*LNAV only

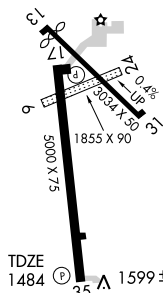


CATEGORY	A	B	C	D
LPV DA	1734-1	250 (300-1)	NA	NA
LNAV/VNAV DA	1869-1½	385 (400-1½)	NA	NA
LNAV MDA	1860-1	376 (400-1)	NA	NA
CIRCLING	1920-1½ 432 (500-1½)	1940-1½ 452 (500-1½)	NA	NA

ELEV 1488

REIL Rwy 17 0

MIRL Rwy 13-31 and 17-35 0



TDZE 1484 35 1599±

351° to RW35

**STORM LAKE MUNI** (SLB) 3 SW UTC-6(-5DT) N42°35.84' W95°14.44'

1488 B S4 FUEL 100, JET A NOTAM FILE SLB

RWY 17-35: H5000X75 (CONC) S-30, D-38 MIRL

RWY 17: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 35: PAPI(P2L)—GA 3.0° TCH 27'.

RWY 13-31: H3034X50 (CONC) S-4 MIRL 0.4% up NW

RWY 13: Thld dsplcd 172'. Road.

RWY 06-24: 1855X90 (TURF)

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†. For attendant after hours call 712-732-6301. Rwy 06-24 CLOSED winter months Nov thru Mar. Rwy 35 is calm wind rwy. Rwy 06-24 marked with yellow cones. ACTIVATE MIRL Rwy 13-31 and Rwy 17-35 and REIL Rwy 17 and Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.525 (712) 732-2301.**COMMUNICATIONS:** CTAF/UNICOM 122.7

MINNEAPOLIS CENTER APP/DEP CON 134.0

GCO 121.725 (FORT DODGE FSS) OTS indef.

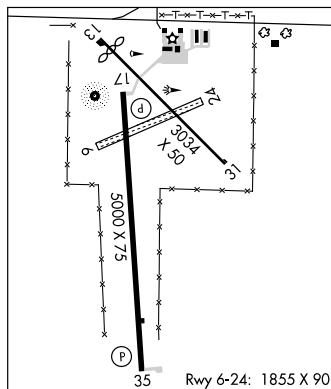
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

FORT DODGE (H) VORTACW 113.5 FOD Chan 82 N42°36.67'

W94°17.69' 262° 41.9 NM to fld. 1164/7E. HIWAS.

NDB (MHW) 434 SLB N42°36.03' W95°14.66' at fld.

NOTAM FILE SLB.



OMAHA

H-5C, L-121

IAP

**SULLY MUNI** (8C2) 0 S UTC-6(-5DT) N41°34.45' W92°50.80'

922 NOTAM FILE FOD

RWY 08-26: 2130X120 (TURF)

RWY 08: Thld dsplcd 195'. Tree.

RWY 26: Thld dsplcd 915'. Tree.

**AIRPORT REMARKS:** Unattended. CLOSED winters due to snow. Rwy 08-26 thlds and edges marked with cones. Rwy 26 dsplcd thld marked with cones.

**COMMUNICATIONS:** CTAF 122.9

CHICAGO

**SURFF** N43°03.15' W93°19.66' NOTAM FILE MCW.

NDB (LOM) 348 MC 356° 6.3 NM to Mason City Muni.

OMAHA

**THE EASTERN IOWA** (See CEDAR RAPIDS)**TIPTON****MATHEWS MEM** (8C4) 2 SW UTC-6(-5DT) N41°45.80' W91°09.18'

840 FUEL 100LL NOTAM FILE FOD

RWY 11-29: H3000X60 (CONC) MIRL

RWY 11: Trees. RWY 29: Road.

**AIRPORT REMARKS:** Attended on call. Rwy 29 is calm wind rwy.**COMMUNICATIONS:** CTAF 122.9

① CEDAR RAPIDS APP/DEP CON 119.7 (1100-0530Z†)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z†)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 050° 25.4 NM to fld. 770/5E.

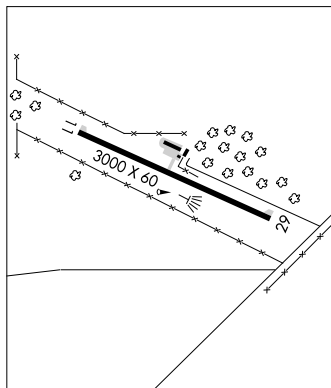
CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 099° 29.4 NM to fld. 870/5E. NOTAM FILE CID.

CHICAGO

L-28G

IAP



APP CRS	Rwy Idg	<b>3000</b>
<b>108°</b>	TDZE	<b>840</b>
	Apt Elev	<b>840</b>

# RNAV (GPS) RWY 11

TIPTON/MATHEWS MEMORIAL (8C4)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Iowa City altimeter setting, when not received use Cedar Rapids altimeter setting.

**▲** NA

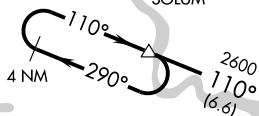
**MISSED APPROACH:** Climbing left turn to 3300 direct GIZCY and hold.

CEDAR RAPIDS APP CON ★  
**119.7 266.8**

CTAF  
**122.9**

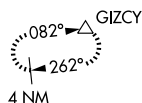
NoPT for arrivals at SOLUM on V294 eastbound.

(IF/IAF)  
SOLUM



(FAF)  
TURRU

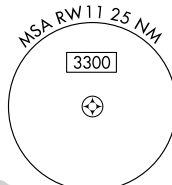
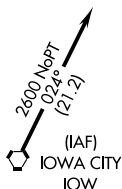
RW11



2249  
▲ 2249

▲ 1100

Procedure NA for arrivals at IOW VORTAC on airway radials 336 CW 072.



ELEV 840

108° to RW11

TDZE 840

3000 X 60

4 NM Holding Pattern

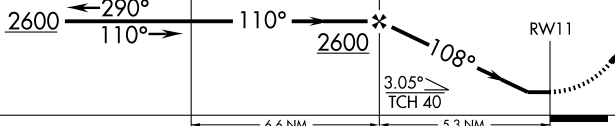
SOLUM

TURRU

3300

GIZCY

▲



CATEGORY	A	B	C	D
RNAV MDA	1360-1	520 (600-1)	NA	NA
CIRCLING	1460-1	620 (700-1)	NA	NA

MIRL Rwy 11-29



**TOLEDO MUNI** (8C5) 2 E UTC-6(-5DT) N41°59.29' W92°32.88'

CHICAGO

960 B TPA-1760(800) NOTAM FILE FOD

RWY 17-35: 1850X100 (TURF)

RWY 17: Pole. Tree.

RWY 35: Thld dsplcd 395'. Pole.

**AIRPORT REMARKS:** Unattended. Arpt CLOSED SS-SR. Rwy 35 marked with yellow cones, dsplcd thresholds marked with 3 yellow cones each side. 175' X 25' asph strip at the apch end of Rwy 17 used as twy.

**COMMUNICATIONS:** CTAF 122.9**TRAER MUNI** (8C6) 1 NE UTC-6(-5DT) N42°11.95' W92°27.48'

CHICAGO

892 NOTAM FILE FOD

RWY 17-35: 2555X100 (TURF) LIRL

RWY 17: Trees.

RWY 35: Tree. Rgt tfc.

**AIRPORT REMARKS:** Unattended. MOGAS and 100LL fuel avbl for emerg only, call 319-478-2154/2580. Snow removal delayed at times; confirm rwy condition prior to use call 319-478-2580 or 319-478-2154. Turf rwy soft during spring thaw. Rwy 17-35 marked with yellow cones.

**COMMUNICATIONS:** CTAF 122.9**UNION CO** N40°57.45' W94°20.84' NOTAM FILE CSQ.

OMAHA

NDB(MHW) 379 UNE 345° 3.9 NM to Creston Muni.

L-101, 121

**VINTON VETERANS MEM AIRPARK** (VTI) 3 N UTC-6(-5DT) N42°13.12' W92°01.56'

CHICAGO

842 B S2 FUEL 100LL NOTAM FILE VTI

L-28F

RWY 09-27: H4000X60 (CONC) MIRL 0.4% up E

IAP

RWY 09: REIL. PAPI(P2L)—GA 4.0°. Trees.

RWY 27: REIL. PAPI(P2L)—GA 3.0°. Pole.

RWY 16-34: H2500X50 (ASPH) S-12.5

RWY 34: Thld dsplcd 190'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1500-0000Z†. Self-Serve fuel avbl 24 hrs. Parachute Jumping. Rwy 16-34 CLOSED ngts and used as taxiway from Rwy 09-27 to ramp, taxiway edge lgts 30' from pavement edges. MIRL Rwy 09-27 preset on low ints, to increase ints and ACTIVATE PAPI Rwy 09 and Rwy 27 and REIL Rwy 09 and Rwy 27—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.075 (319) 472-3122.**COMMUNICATIONS:** CTAF/UNICOM 122.8

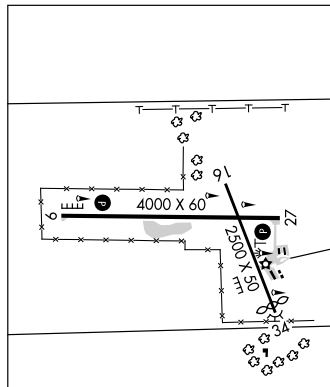
® CEDAR RAPIDS APP/DEP CON 134.05 (1100-0530Z‡)

CHICAGO CENTER APP/DEP CON 132.8 (0530-1100Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CID.

CEDAR RAPIDS (H) VORW/DME 114.1 CID Chan 88 N41°53.25'

W91°47.14' 327° 22.6 NM to fld. 870/5E.

**WAPSIE** N42°27.13' W91°57.06' NOTAM FILE IIB.

CHICAGO

NDB (MHW) 206 IIB at Independence Muni.

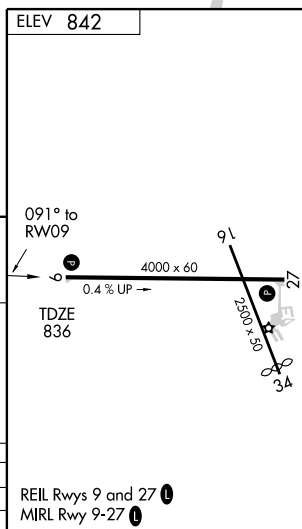
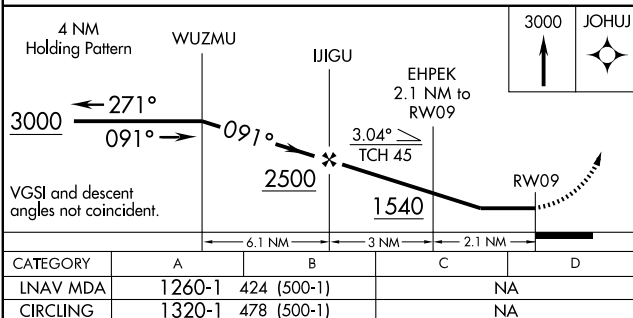
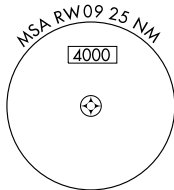
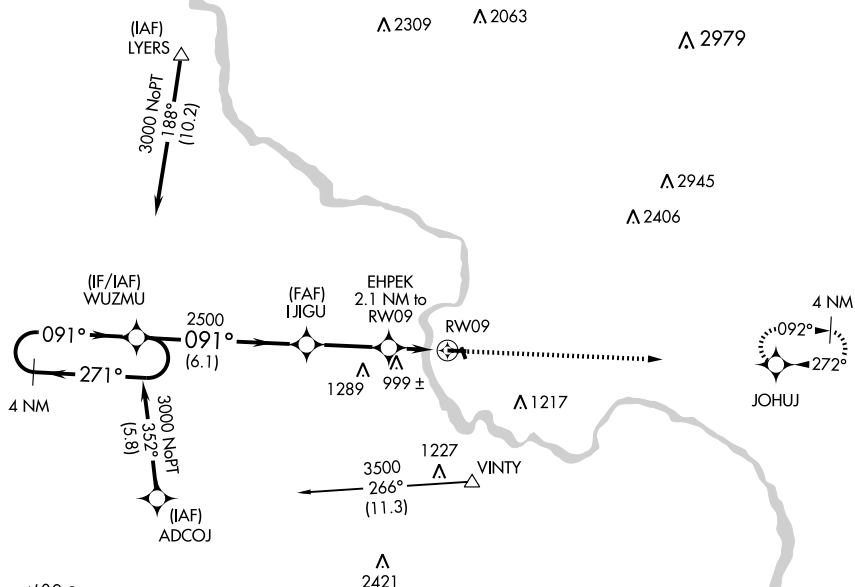
L-28L

APP CRS  
**091°**Rwy Idg **4000**  
TDZE **836**  
Apt Elev **842****RNAV (GPS) RWY 9**

VINTON VETERANS MEMORIAL AIRPARK (VTI)

▼ When VGSI inoperative, Straight-in/Circling Rwy 09 procedure NA at night. DME/DME RNP-0.3 NA.  
 ▲ Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence  
 altimeter setting and increase all MDA 60 feet.

MISSED APPROACH:  
 Climb to 3000 direct  
 JOHUJ and hold.

AWOS-3  
**120.075**CEDAR RAPIDS APP CON ★  
**134.05 266.8**UNICOM  
**122.8** (CTAF) **0**



WAAS CH <b>62917</b> <b>W27A</b>	APP CRS <b>272°</b>	Rwy Idg <b>4000</b> TDZE <b>839</b> Apt Elev <b>842</b>
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# RNAV (GPS) RWY 27

VINTON VETERANS MEMORIAL AIRPARK (VTI)

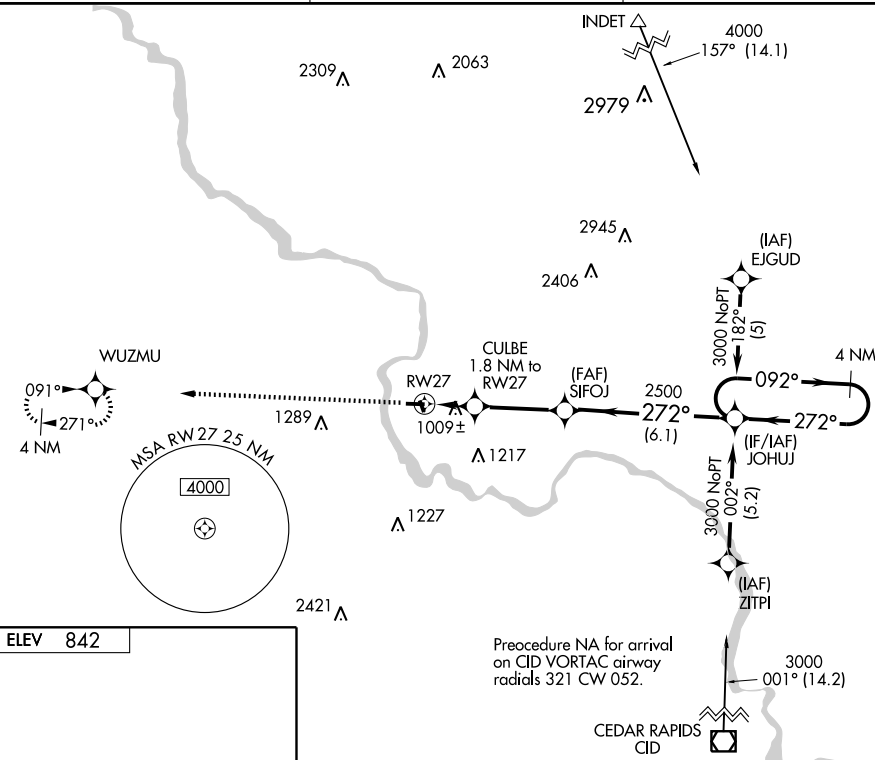
▼ When VGSI inoperative, circling RWY 09 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Independence altimeter setting and increase all DA 54 feet and all MDA 60 feet, and increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Independence altimeter setting.

MISSED APPROACH:  
Climb to 3000 direct  
WUZMU and hold.

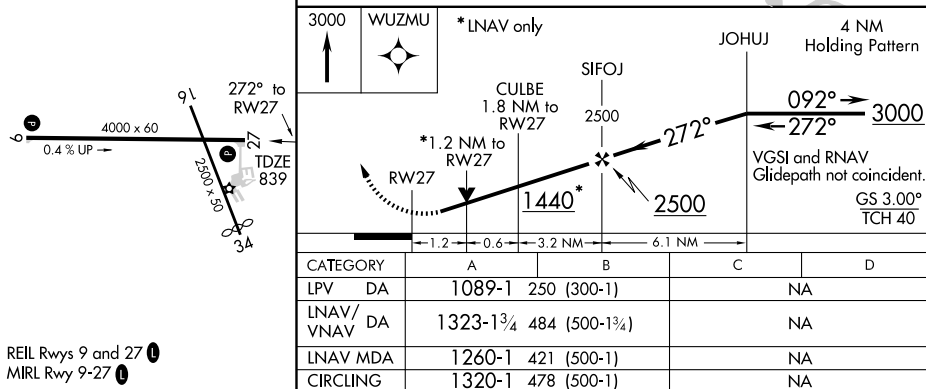
AWOS-3  
**120.075**

CEDAR RAPIDS APP CON ★  
**134.05 266.8**

UNICOM  
**122.8 (CTAF) 1**



ELEV **842**



REIL Rwy 9 and 27 1  
MIRL Rwy 9-27 1

**WASHINGTON MUNI** (AWG) 2 SE UTC-6(-5DT) N41°16.50' W91°40.51'

CHICAGO

754 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE AWG

L-27B

RWY 18-36: H4000X75 (CONC-WC) MIRL

IAP

RWY 18: REIL. PAPI(P2R)—GA 3.0° TCH 20'. Twr.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24'.

RWY 13-31: H3401X50 (CONC) S-28 MIRL (NSTD)

RWY 13: Twr.

RWY 31: Thld displcd 335'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Fuel avbl 24 hrs by credit card. Rwy 36 is calm wind rwy. Rwy 13-31 NSTD MIRL, edge lgts 20' from pavement edge. ACTIVATE MIRL Rwy 13-31 (med inst only) MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.825 (319) 653-4149.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CHICAGO CENTER APP/DEP CON 135.6

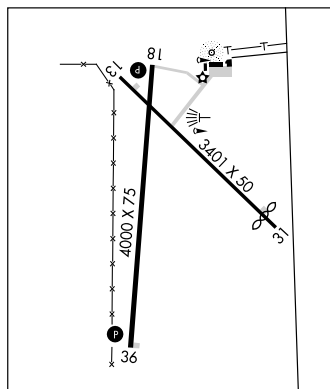
GCO 121.725 (FORT DODGE RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 186° 14.9 NM to fld. 770/5E.

NDB (MHW) 219 AWG N41°16.79' W91°40.37' at fld. NOTAM FILE AWG. Unmonitored.

**WATERLOO RGNL** (ALO) 4 NW UTC-6(-5DT) N42°33.43' W92°24.02'

CHICAGO

873 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE ALO H-5D, L-28F

RWY 12-30: H8400X150 (ASPH-GRVD) S-55, D-75, 2S-95, 2D-140 HIRL

IAP, AD

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'. Tree.

RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 52'.

RWY 18-36: H6002X150 (ASPH-GRVD) S-50, D-75, 2S-95, 2D-180 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 42'. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 06-24: H5403X129 (ASPH-GRVD) S-29.5, D-37 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 47'. Tree.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	3900
RWY 12	06-24	6100
RWY 18	06-24	4850
RWY 24	18-36	3950
RWY 30	18-36	4800
RWY 36	12-30	3650

**AIRPORT REMARKS:** Attended 1100-0400Z. Fuel available on request

0400 1100Z. Fee for service. Class I, ARFF Index A. CLOSED to unscheduled air carrier ops with more than 30 passenger seats

0500-1200Z except 72 hours PPR arpt manager. Call arpt manager 319-291-4483. ARFF Index B provided, ARFF Index C avbl on 72 hrs request. Air carrier ops over 9 passenger seats not authorized over 15 minutes before or after scheduled arrival or departure times except with prior coordination with arpt manager. Birds on and in/ov arpt. Fuel available on request 0400-1100Z, fee for service. When departing all rwys, ends of other rwys not visible. Personnel and equipment performing snow removal ops will monitor CTAF. When ATCT clsd and during snow events, all arrival/departure acft announce their intentions on CTAF 5 min prior to using the runways. From ATCT Twy C not visible at Twy C and Rwy 18 intersection. Rwy 30 is calm wind rwy. Rwy 06-24 lighting unavailable during hours twr clsd. When twr clsd ACTIVATE HIRL Rwy 12-30; and MIRL Rwy 18-36; MALSR Rwy 12; MALSR Rwy 30, VASI Rwy 06, 24, 18 and 36—CTAF.

**WEATHER DATA SOURCES:** ASOS (319) 233-8984. HIWAS 112.2 ALO.**COMMUNICATIONS:** CTAF 125.075 ATIS 120.65 UNICOM 122.95

RCO 122.05 (FORT DODGE RADIO)

① APP/DEP CON 118.9 126.75 (1200-0200Z)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z)

TOWER 125.075 (1200-0200Z) GND CON 121.9

**AIRSPACE:** CLASS D svc 1200-0200Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.

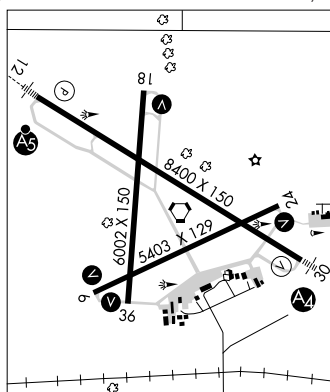
(H) VORTACW 112.2 ALO Chan 59 N42°33.39' W92°23.94' at fld. 865/6E. HIWAS.

VOR portion unusable 351°-010°. VOR portion unusable byd 35 NM blo 2,500'.

PRICE NDB (LOM) 382 AL N42°37.33' W92°30.57' 126° 6.2 NM to fld. SHUTDOWN.

ILS/DME 111.7 I-ALO Chan 54 Rwy 12 Class IB. LOM PRICE NDB. ILS unmonitored when twr clsd.

Backcourse unusable beyond 15 NM blo 2500'.



NDB AWG <b>219</b>	APP CRS <b>325°</b>	Rwy Idg TDZE Apt Elev	<b>3065</b> <b>754</b> <b>754</b>
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# NDB RWY 31

WASHINGTON MUNI (AWG)



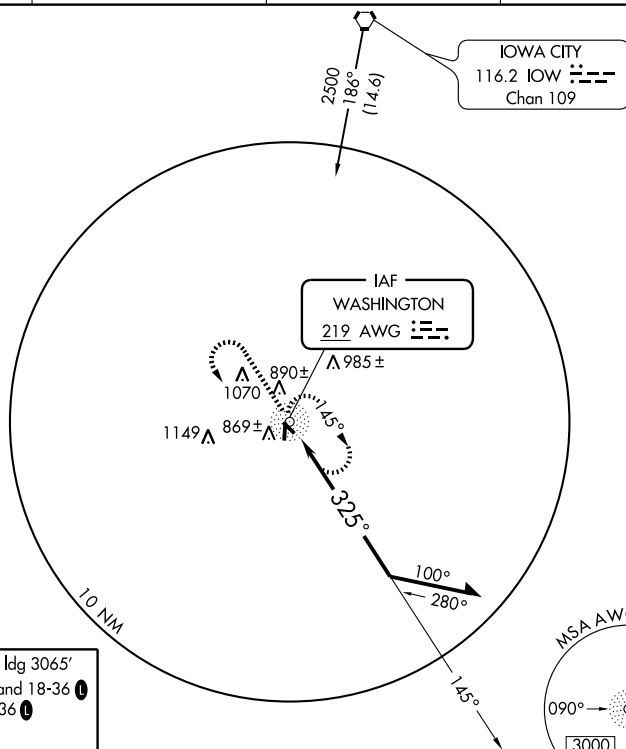
MISSED APPROACH: Climb to 2500 then left turn direct AWG NDB and hold.

AWOS-3  
**127.825**

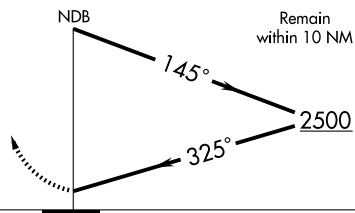
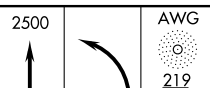
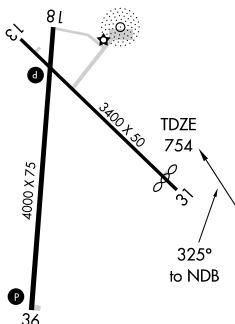
CHICAGO CENTER  
**135.6 370.95**

GCO  
**121.725**

UNICOM  
**122.7** (CTAF) **1**



ELEV **754** Rwy 31 Idg 3065'  
MIRL Rwys 13-31 and 18-36  
REIL Rwys 18 and 36



CATEGORY	A	B	C	D
S-31	1220-1 466 (500-1)		1220-1½ 466 (500-1½)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1½ 566 (600-1½)	NA

WAAS CH <b>45816</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg <b>4000</b> TDZE <b>752</b> Apt Elev <b>754</b>
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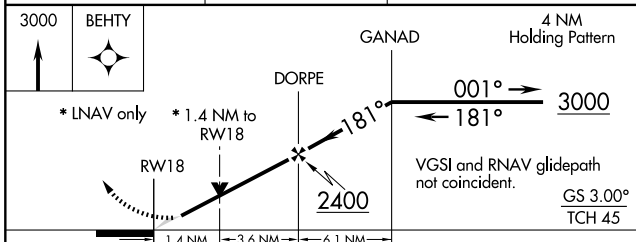
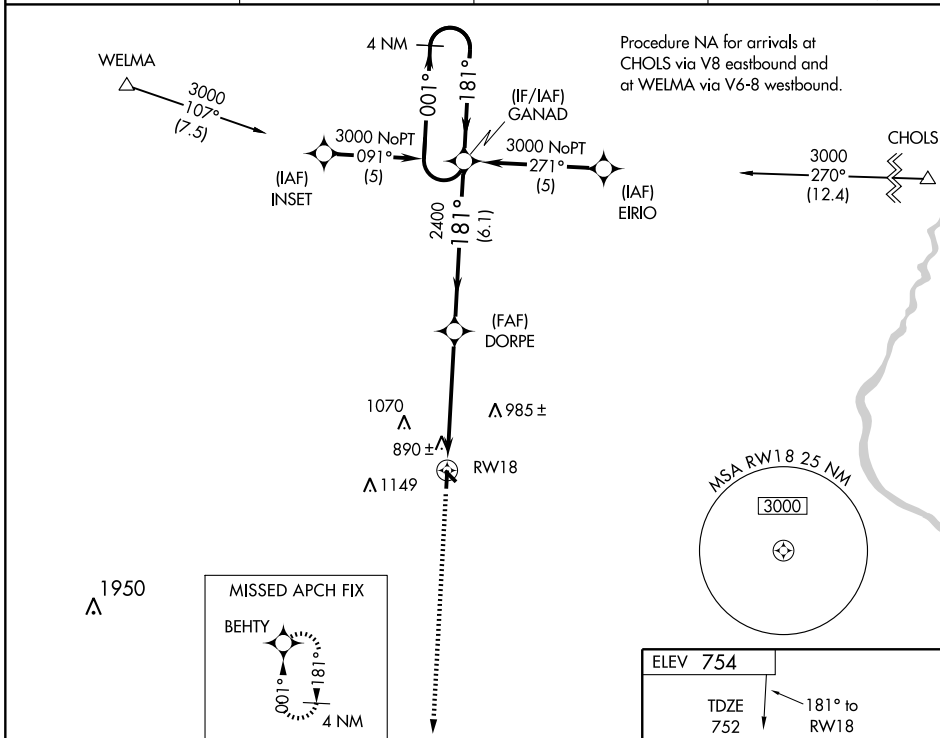
# RNAV (GPS) RWY 18

WASHINGTON MUNI (AWG)

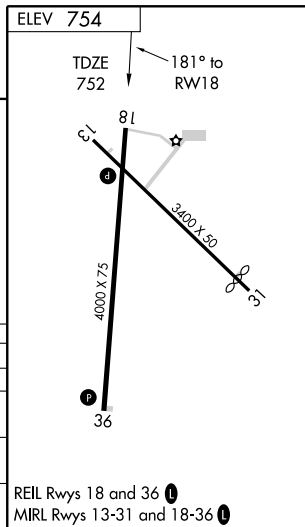
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).  
 ▲ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Iowa City altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62 feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C and LNAV Cat C visibility ¼ mile.

MISSED APPROACH:  
Climb to 3000 direct  
BEHTY and hold.

AWOS-3 <b>127.825</b>	CHICAGO CENTER <b>135.6 370.95</b>	GCO <b>121.725</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
LPV DA	952-3/4	200 (200-3/4)		NA
LNAV/VNAV DA	1233-13/4	481 (500-13/4)		NA
LNAV MDA	1200-1	448 (500-1)	1200-1 1/4 448 (500-1 1/4)	NA
CIRCLING	1240-1	486 (500-1)	1240-1 1/2 486 (500-1 1/2)	NA



WAAS CH <b>90416</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Idg <b>4000</b> TDZE <b>752</b> Apt Elev <b>754</b>
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## RNAV (GPS) RWY 36

WASHINGTON MUNI (A WG)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/  
DME RNP-0.3 NA. Baro-VNAV NA when using Iowa City altimeter setting. VDP NA when using Iowa City  
altimeter setting. When local altimeter setting not received, use Iowa City altimeter setting and increase all DA 62  
feet and all MDA 80 feet and increase LPV and LNAV/VNAV Cats A/B/C/ and LNAV Cat C visibility ¼ mile.

MISSED  
APPROACH:  
Climb to 3000  
direct GANAD  
and hold.

AWOS-3

**127.825**

CHICAGO CENTER

**135.6 370.95**

GCO

**121.725**

UNICOM

**122.7 (CTAF) 0**

MSA RW36 25 NM

3000

MISSED APCH FIX

4 NM

18

100

GANAD

1070  
890 ±

985 ±

1149

839 ±

RW36

(FAF)  
SENOC

Procedure NA for arrivals  
on OTM VOR/DME airway  
radials 041 CW 100.

3000

079°

(24.1)

OTTUMWA  
OTM(IAF)  
EGUVE

3000

NoPT

091°

(5)

2400

001°

(6.1)

3000

NoPT

271°

(5)

(IAF)  
HILMA

001°

181°

4 NM

WAPEL

3000

234°

(13.2)

ELEV 754

MIRL Rwy 13-31 and 18-36 ①

REIL Rwy 18 and 36 ①

4 NM  
Holding Pattern

BEHTY

3000

←181°

001°→

001°

SENOC

\*1 NM to RW36

RW36

VGSi and RNAV glidepath  
not coincident.

2400

GS 3.00°  
TCH 45

6.1 NM

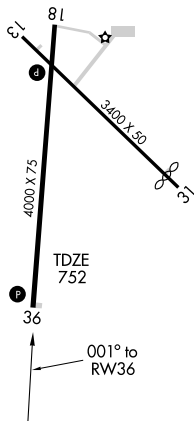
4 NM

1 NM

3000

↑

GANAD



CATEGORY	A	B	C	D
LPV DA	952-¾	200 (200-¾)		NA
LNAV/VNAV DA	1109-1¼	357 (400-1¼)		NA
LNAV MDA	1100-1	348 (400-1)		NA
CIRCLING	1240-1	486 (500-1)	1240-1½ 486 (500-1½)	NA

VORTAC IOW <b>116.2</b> Chan <b>109</b>	APP CRS <b>006°</b>	Rwy Idg TDZE <b>752</b> Apt Elev <b>754</b>
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# VOR/DME RWY 36

WASHINGTON MUNI (AWG)



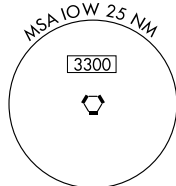
MISSED APPROACH: Climb to 2500 then right turn via IOW R-186 to SHIRN 21 DME and hold.

AWOS-3  
**127.825**

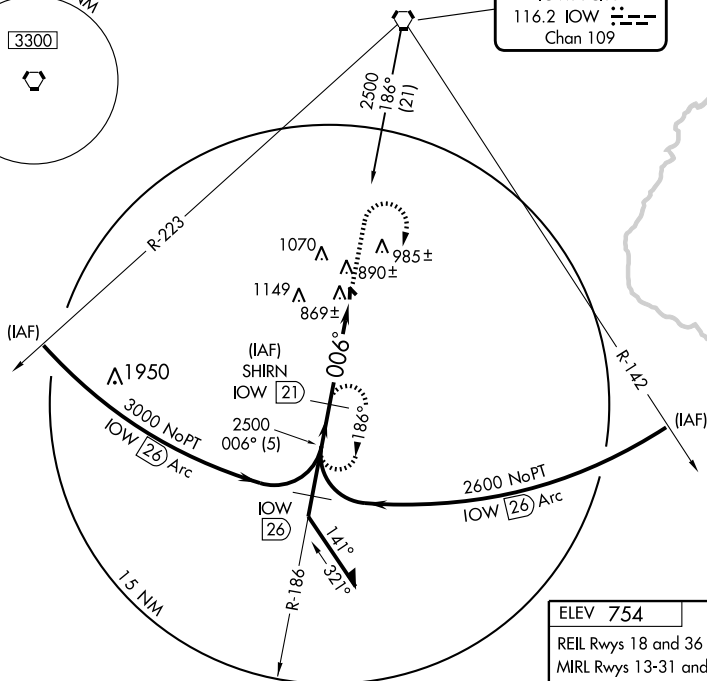
CHICAGO CENTER  
**135.6 370.95**

GCO  
**121.725**

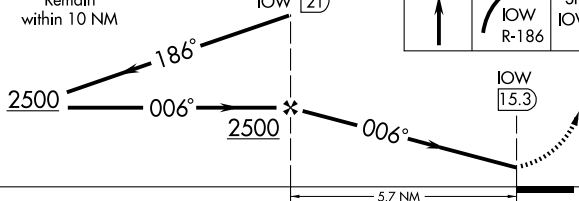
UNICOM  
**122.7** (CTAF) **1**



IOWA CITY  
116.2 IOW  
Chan 109



Remain  
within 10 NM



2500  
SHIRN IOW 21

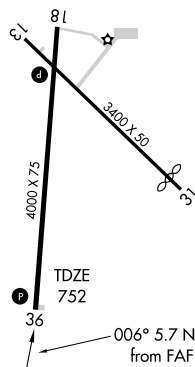
IOW 15.3

CATEGORY	A	B	C	D
S-36	1120-1 368 (400-1)		1120-1 1/4 368 (400-1 1/4)	NA
CIRCLING	1280-1 526 (600-1)	1320-1 566 (600-1)	1320-1 1/2 566 (600-1 1/2)	NA

ELEV 754 Rwy 31 Idg 3065'

REIL Rws 18 and 36 **1**

MIRL Rws 13-31 and 18-36 **1**



## AIRPORT DIAGRAM

AL-945 (FAA)

WATERLOO RGNL (ALO)

WATERLOO, IOWA

ATIS  
120.65  
WATERLOO TOWER★  
125.075 257.8  
GND CON  
121.9 269.1

FIELD  
ELEV  
873

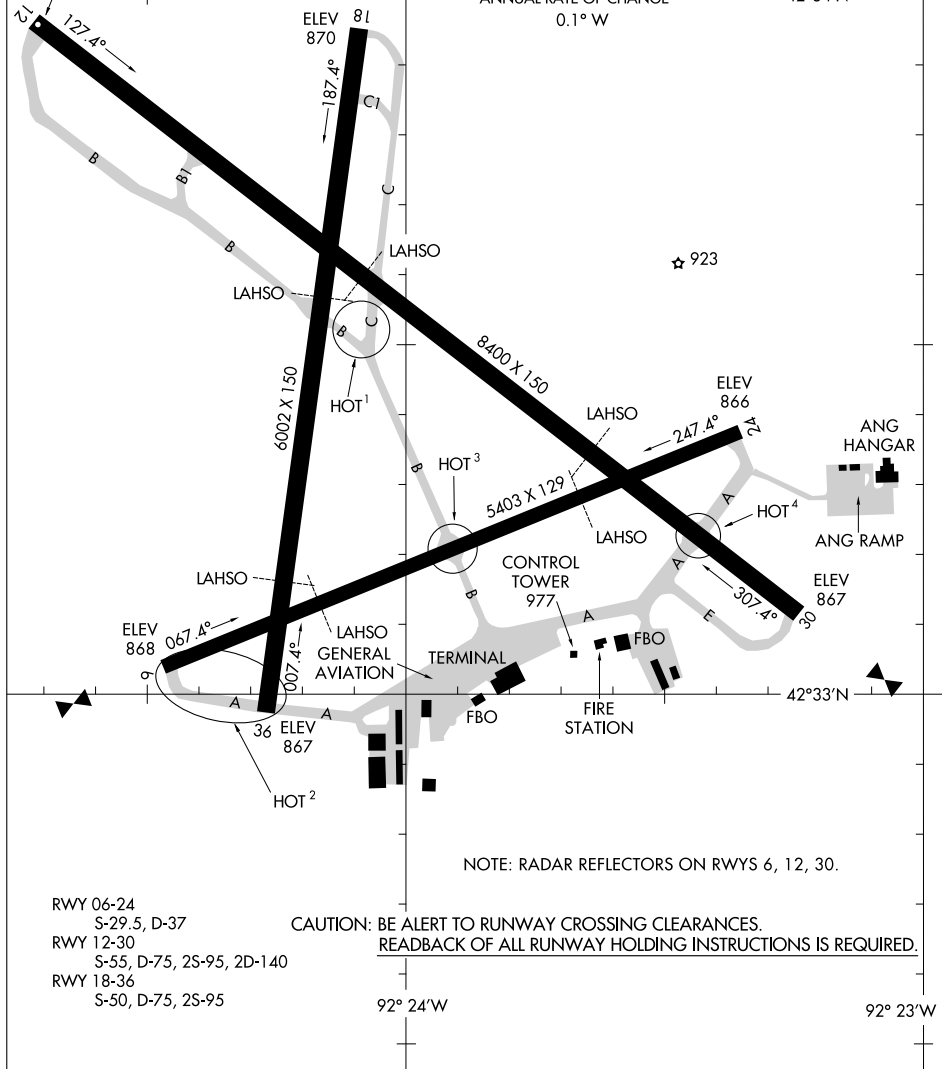
JANUARY 2010

ANNUAL RATE OF CHANGE  
0.1° W

42°34'N

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010



## AIRPORT DIAGRAM

WATERLOO, IOWA  
WATERLOO RGNL (ALO)

**WASHINGTON MUNI** (AWG) 2 SE UTC-6(-5DT) N41°16.50' W91°40.51'

CHICAGO

754 B S4 FUEL 100LL, JET A OX 1 NOTAM FILE AWG

L-27B

RWY 18-36: H4000X75 (CONC-WC) MIRL

IAP

RWY 18: REIL. PAPI(P2R)—GA 3.0° TCH 20'. Twr.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 24'.

RWY 13-31: H3401X50 (CONC) S-28 MIRL (NSTD)

RWY 13: Twr.

RWY 31: Thld displcd 335'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z. Fuel avbl 24 hrs by credit card. Rwy 36 is calm wind rwy. Rwy 13-31 NSTD MIRL, edge lgts 20' from pavement edge. ACTIVATE MIRL Rwy 13-31 (med inst only) MIRL Rwy 18-36, PAPI Rwy 18 and Rwy 36 and REIL Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 127.825 (319) 653-4149.**COMMUNICATIONS:** CTAF/UNICOM 122.7

CHICAGO CENTER APP/DEP CON 135.6

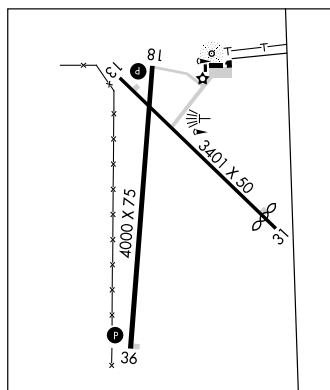
GCO 121.725 (FORT DODGE RADIO)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE IOW.

IOWA CITY (H) VORTAC 116.2 IOW Chan 109 N41°31.14'

W91°36.80' 186° 14.9 NM to fld. 770/5E.

NDB (MHW) 219 AWG N41°16.79' W91°40.37' at fld. NOTAM FILE AWG. Unmonitored.

**WATERLOO RGNL** (ALO) 4 NW UTC-6(-5DT) N42°33.43' W92°24.02'

CHICAGO

873 B S4 FUEL 100LL, JET A OX 1, 2, 3, 4 ARFF Index—See Remarks NOTAM FILE ALO H-5D, L-28F

IAP, AD

RWY 12-30: H8400X150 (ASPH-GRVD) S-55, D-75, 2S-95, 2D-140 HIRL

RWY 12: MALSR. PAPI(P4L)—GA 3.0° TCH 57'. Tree.

RWY 30: MALSR. VASI(V4L)—GA 3.0° TCH 52'.

RWY 18-36: H6002X150 (ASPH-GRVD) S-50, D-75, 2S-95, 2D-180 MIRL

RWY 18: REIL. VASI(V4L)—GA 3.0° TCH 42'. Tree.

RWY 36: REIL. VASI(V4L)—GA 3.0° TCH 40'. Tree.

RWY 06-24: H5403X129 (ASPH-GRVD) S-29.5, D-37 MIRL

RWY 06: REIL. VASI(V4L)—GA 3.0° TCH 47'. Tree.

RWY 24: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

**LAND AND HOLD SHORT OPERATIONS**

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 06	12-30	3900
RWY 12	06-24	6100
RWY 18	06-24	4850
RWY 24	18-36	3950
RWY 30	18-36	4800
RWY 36	12-30	3650

**AIRPORT REMARKS:** Attended 1100-0400Z. Fuel available on request

0400 1100Z. Fee for service. Class I, ARFF Index A. CLOSED to unscheduled air carrier ops with more than 30 passenger seats

0500-1200Z except 72 hours PPR arpt manager. Call arpt manager 319-291-4483. ARFF Index B provided, ARFF Index C avbl on 72 hrs request. Air carrier ops over 9 passenger seats not authorized over 15 minutes before or after scheduled arrival or departure times except with prior coordination with arpt manager. Birds on and invof arpt. Fuel available on request 0400-1100Z, fee for service. When departing all rwys, ends of other rwys not visible. Personnel and equipment performing snow removal ops will monitor CTAF. When ATCT clsd and during snow events, all arrival/departure acft announce their intentions on CTAF 5 min prior to using the runways. From ATCT Twy C not visible at Twy C and Rwy 18 intersection. Rwy 30 is calm wind rwy. Rwy 06-24 lighting unavailable during hours twr clsd. When twr clsd ACTIVATE HIRL Rwy 12-30; and MIRL Rwy 18-36; MALSR Rwy 12; MALSR Rwy 30, VASI Rwy 06, 24, 18 and 36—CTAF.

**WEATHER DATA SOURCES:** ASOS (319) 233-8984. HIWAS 112.2 ALO.**COMMUNICATIONS:** CTAF 125.075 ATIS 120.65 UNICOM 122.95

RCO 122.05 (FORT DODGE RADIO)

⑧ APP/DEP CON 118.9 126.75 (1200-0200Z)

CHICAGO CENTER APP/DEP CON 118.9 (0200-1200Z)

TOWER 125.075 (1200-0200Z) GND CON 121.9

**AIRSPACE:** CLASS D svc 1200-0200Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.

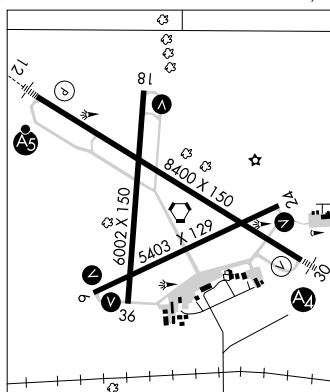
(H) VORTACW 112.2 ALO Chan 59 N42°33.39' W92°23.94' at fld. 865/6E. HIWAS.

VOR portion unusable 351°-010°. VOR portion unusable byd 35 NM blo 2,500'.

PRICE NDB (LOM) 382 AL N42°37.33' W92°30.57' 126° 6.2 NM to fld. SHUTDOWN.

ILS/DME 111.7 I-ALO Chan 54 Rwy 12 Class IB. LOM PRICE NDB. ILS unmonitored when twr clsd.



Backcourse unusable beyond 15 NM blo 2500'.





LOC/DME I-ALO <b>111.7</b> Chan <b>54</b>	APP CRS <b>125°</b>	Rwy Idg <b>8400</b> TDZE <b>873</b> Apt Elev <b>873</b>
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ILS or LOC RWY 12  
WATERLOO RGNL (ALO)

	For inoperative MALSR when using Owlwin Muni altimeter setting, increase S-ILS all Cats visibility to RVR 5000. DME or RADAR required.
	** RVR 1800 authorized with the use of FD or AP or HUD to DA. When local altimeter setting not received, use Owlwin Muni altimeter setting and increase all DA 76 feet and all MDA 80 feet. Increase S-LOC Cat C visibility to RVR 5000 and circling Cat C/D visibility 1/4 mile. VDP NA when using Owlwin Muni altimeter setting.

MALSR

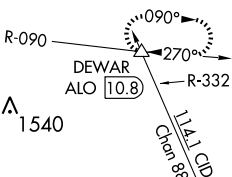
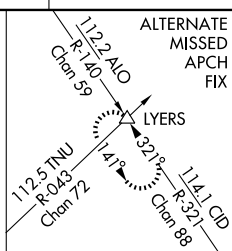
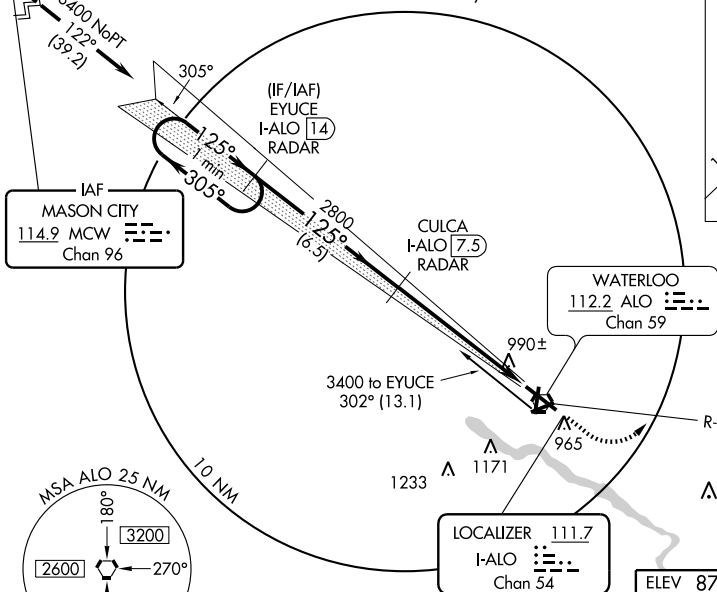
**MISSED APPROACH:** Climb to 1400, then climbing left turn to 3300 via ALO VORTAC R-090 to DEWAR Int and hold.

ATIS  
**120.65**

WATERLOO APP CON ★  
118.9 251.15

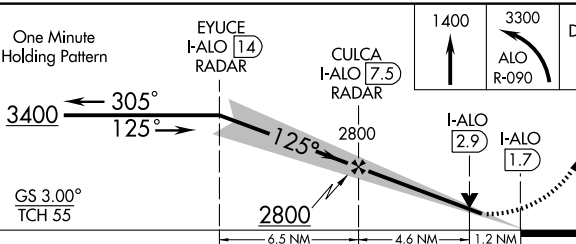
WATERLOO TOWER ★  
125.075 (CTAF) **L** 257.8

GND CON	
121.9	269.1

UNICOM  
122.95 Procedure NA for arrivals at MCW VORTAC via airway radials 075 CW 122.

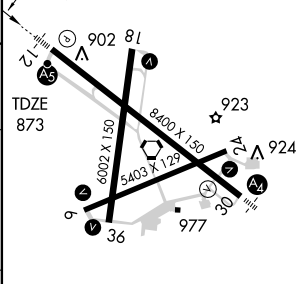
## DME or RADAR REQUIRED

### One Minute Holding Pattern



ELEV 973

125° 5.8 NM  
from FAF



CATEGORY	A	B	C	D
S-ILS 12	**1073/24 200 (200-½)			
S-LOC 12	1300/24 427 (500-½)		1300/40 427 (500-¾)	1300/50 427 (500-1)
CIRCLING	1420-1 547 (600-1)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24  
MIRL Rwy 18-36 **L**  
HIRL Rwy 12-30 **L**  
REIL Rws 6, 18, 24, and 36

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

WATERLOO, IOWA  
Amdt 9 09071

42°33'N-92°24'W

WATERLOO RGNL (ALO)  
ILS or LOC RWY 12

NC-3. 26 AUG 2010 to 23 SEP 2010

LOC/DME I-ALO <b>111.7</b> Chan <b>54</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev	<b>8400</b> <b>867</b> <b>873</b>
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# LOC BC RWY 30

WATERLOO RGNL (ALO)

**▼** Inoperative table does not apply to S-30 Cat C. DME or RADAR required.  
**▲** When local altimeter setting not received, use Oelwin Muni altimeter setting and increase all MDA 80 feet. Increase all Cat C/D visibilities ½ mile. When control tower closed, radar not available.

MALS  
=

MISSED APPROACH: Climb to 3500 via ALO VORTAC R-302 to SEATS Int and hold.

ATIS  
**120.65**

WATERLOO APP CON★  
**118.9 251.15**

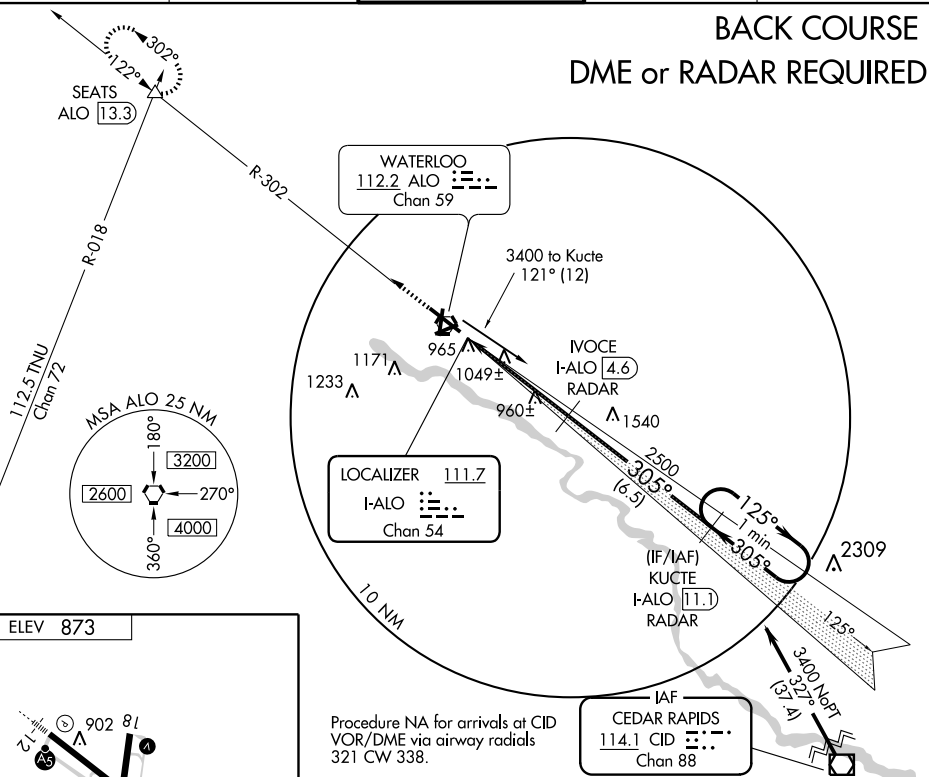
WATERLOO TOWER★  
**125.075 (CTAF) 0 257.8**

GND CON  
**121.9 269.1**

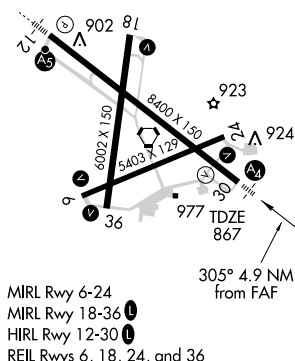
UNICOM  
**122.95**

## BACK COURSE

### DME or RADAR REQUIRED



ELEV 873



MIRL Rwy 6-24  
MIRL Rwy 18-36  
HIRL Rwy 12-30  
REIL Rwy 6, 18, 24, and 36

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

WATERLOO, IOWA

Amdt 11 09015

CATEGORY	A		B		C	D
	S-30		S-30		S-30	S-30
CIRCLING	1300-¾ 433 (500-¾)		1300-1¼ 433 (500-1¼)		1420-1½ 547 (600-1½)	1480-2 607 (700-2)
	1420-1 547 (600-1)		1420-1½ 547 (600-1½)		1480-2 607 (700-2)	1480-2 607 (700-2)

WATERLOO RGNL (ALO)

# LOC BC RWY 30

42°33'N-92°24'W

APP CRS	Rwy Idg	<b>5403</b>
<b>065°</b>	TDZE	<b>868</b>
	Apt Elev	<b>873</b>

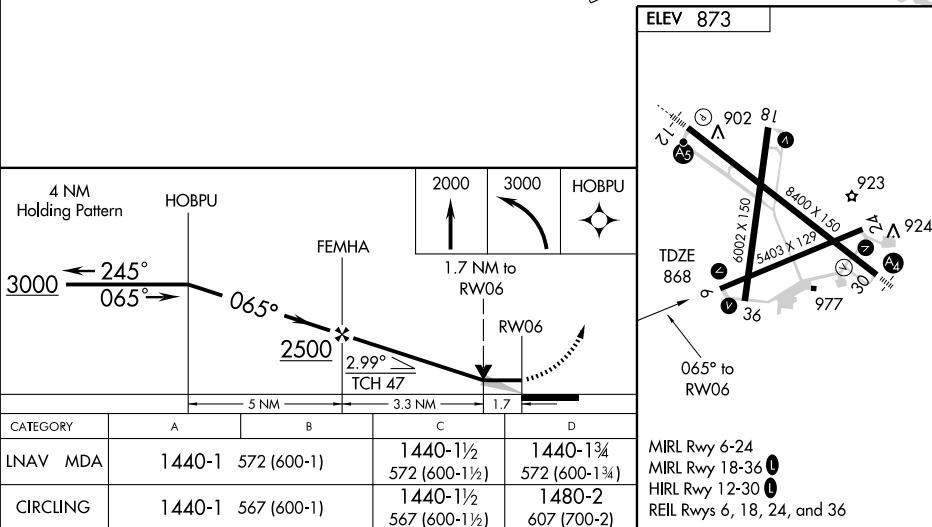
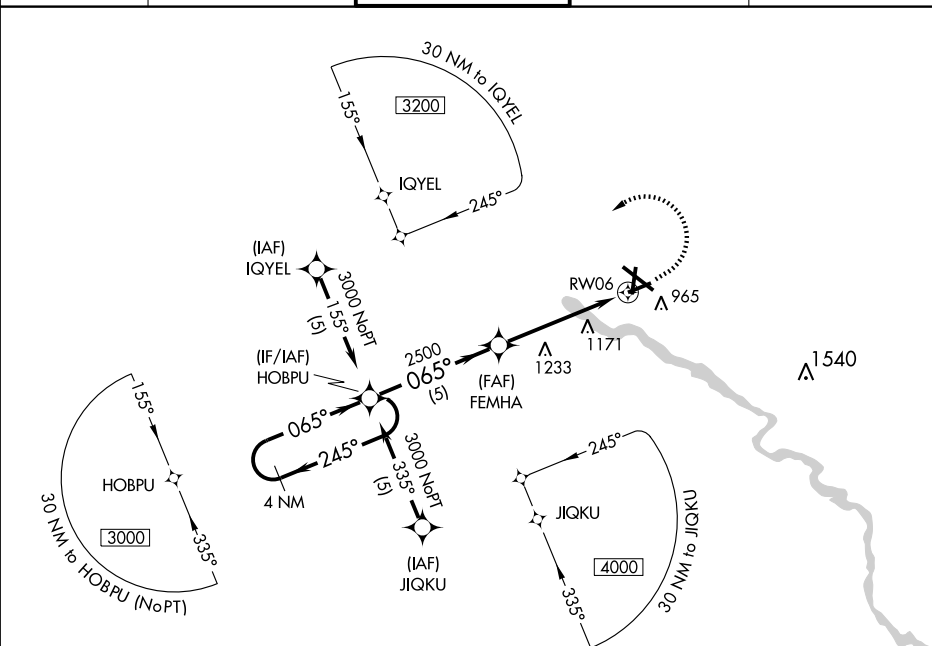
# RNAV (GPS) RWY 6

WATERLOO RGNL (ALO)

**▼** When control tower closed, straight-in minimums not authorized at night.  
**▲ NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000, then climbing left turn to 3000 direct HOBPU WP and hold.

ATIS <b>120.65</b>	WATERLOO APP CON ★ <b>118.9 251.15</b>	WATERLOO TOWER ★ <b>125.075 (CTAF) 0 257.8</b>	GND CON <b>121.9 269.1</b>	UNICOM <b>122.95</b>
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WAAS CH <b>72801</b> <b>W12A</b>	APP CRS <b>125°</b>	Rwy Idg TDZE Apt Elev	<b>8400</b> <b>873</b> <b>873</b>
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# RNAV (GPS) RWY 12

## WATERLOO RGNL (A.O.)

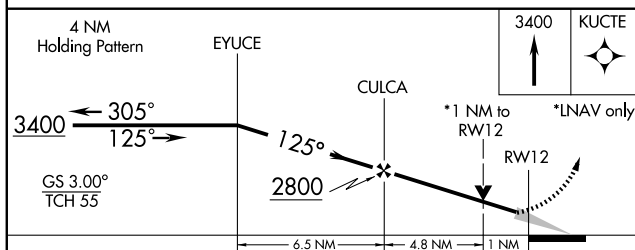
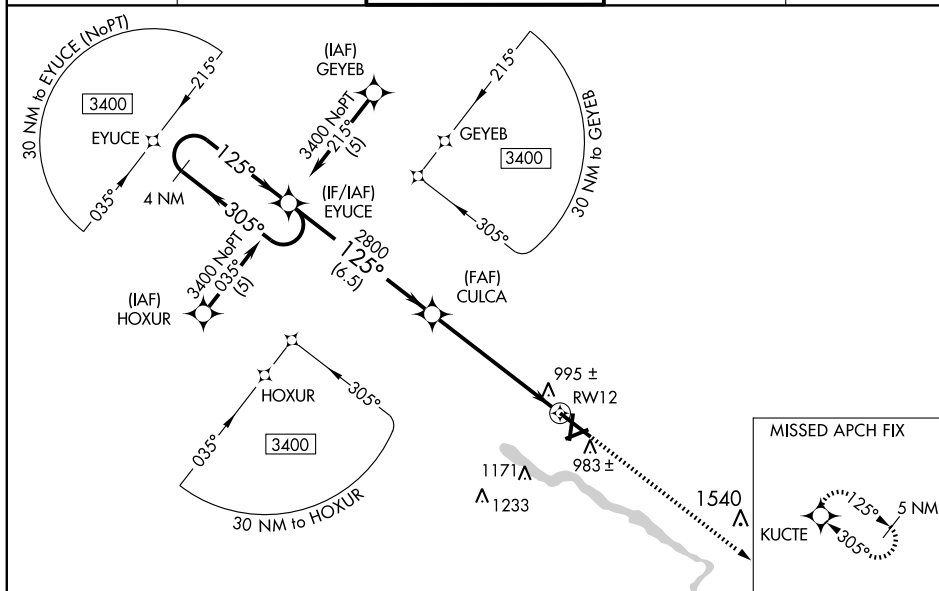
- ▼ For inoperative MALS, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D visibility to RVR 6000. DME/DME-0.3 RNP NA.
- ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs /MDAs 80'. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALS

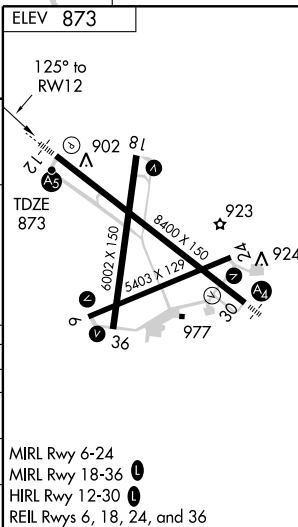


MISSED APPROACH: Climb to 3400 direct KUCTE and hold.

ATIS <b>120.65</b>	WATERLOO APP CON* <b>118.9 251.15</b>	WATERLOO TOWER* <b>125.075 (CTAF) 0 257.8</b>	GND CON <b>121.9 269.1</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		1123/24	250 (300-1/2)	
LNAV/ VNAV DA		1273/40	400 (400-3/4)	
LNAV MDA		1260/24	387 (400-1/2)	1260/50 387 (400-1)
CIRCLING	1380-1 1/4	507 (600-1 1/4)	1380-1 1/2 507 (600-1 1/2)	1480-2 607 (700-2)



MIRL Rwy 6-24  
MIRL Rwy 18-36  
HIRL Rwy 12-30  
REIL Rwy 6, 18, 24, and 36

APP CRS	Rwy Idg	<b>6002</b>
<b>185°</b>	TDZE	<b>870</b>
	Apt Elev	<b>873</b>

# RNAV (GPS) RWY 18

WATERLOO RGNL (ALO)

**V** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

**A** NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 3200 direct QOGQU WP and hold.

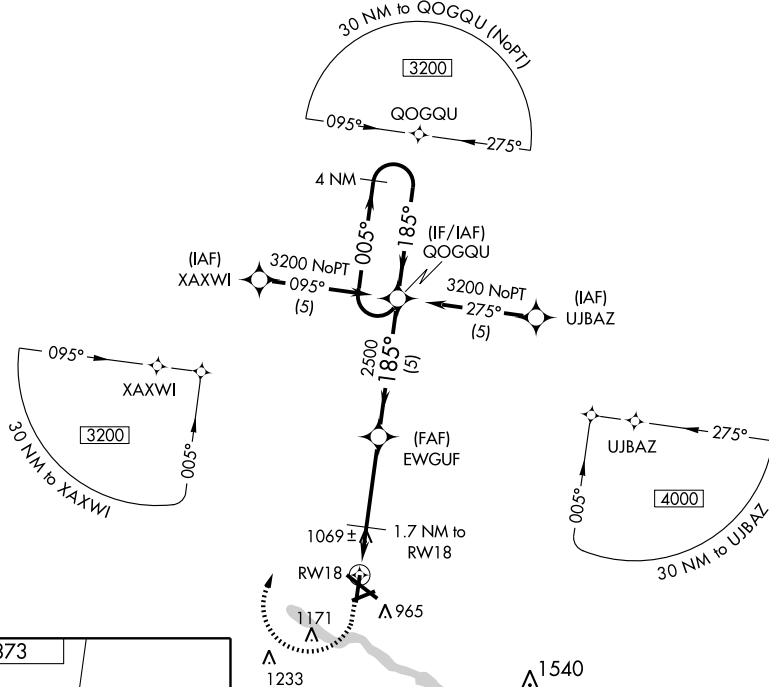
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

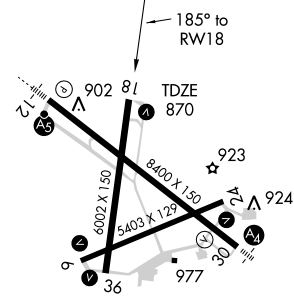
WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

UNICOM  
**122.95**



ELEV 873



MIRL Rwy 6-24  
MIRL Rwy 18-36 **(1)**  
HIRL Rwy 12-30 **(1)**  
REIL Rws 6, 18, 24, and 36

	2000	3200	QOGQU	4 NM Holding Pattern
			EWGUF	
			1.7 NM to RW18	
			$\leq 2.99^\circ$ TCH 42	
			1460	
			1.7	3.3 NM
			5 NM	
CATEGORY	A	B	C	D
LNAV MDA	1320-1	450 (500-1)	1320-1½ 450 (500-1½)	1320-1½ 450 (500-1½)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)	1480-2 607 (700-2)

WATERLOO, IOWA

Orig-A 07298

42°33'N-92°24'W

# RNAV (GPS) RWY 18

WATERLOO RGNL (ALO)

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>5403</b>
<b>245°</b>	TDZE	<b>867</b>
	Apt Elev	<b>873</b>

# RNAV (GPS) RWY 24

WATERLOO RGNL (A.O.)

**▼** When control tower closed, straight-in minimums not authorized at night.  
**▲ NA** GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct NEHWY WP and hold.

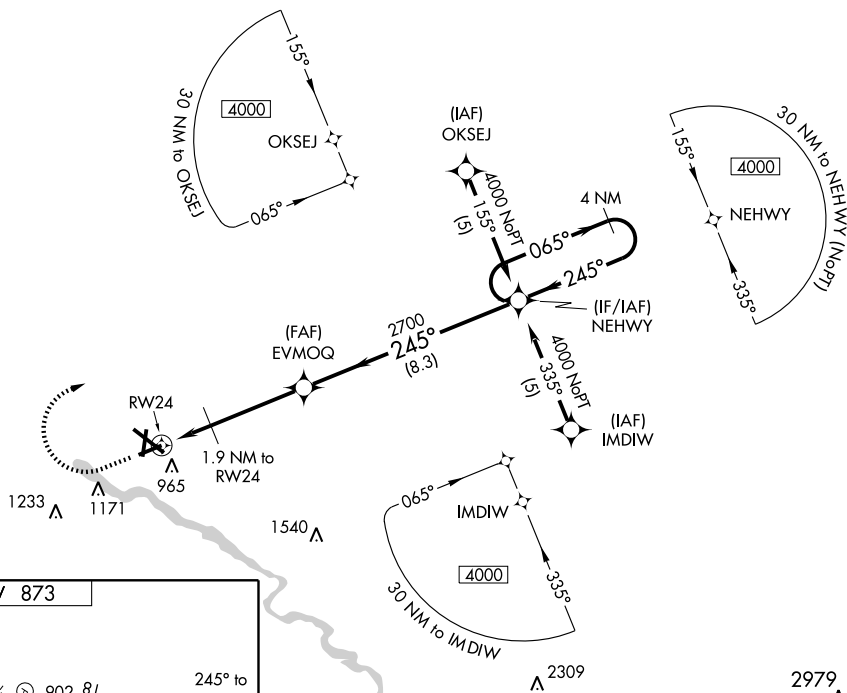
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

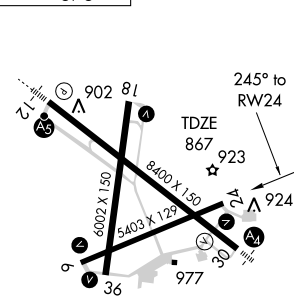
WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

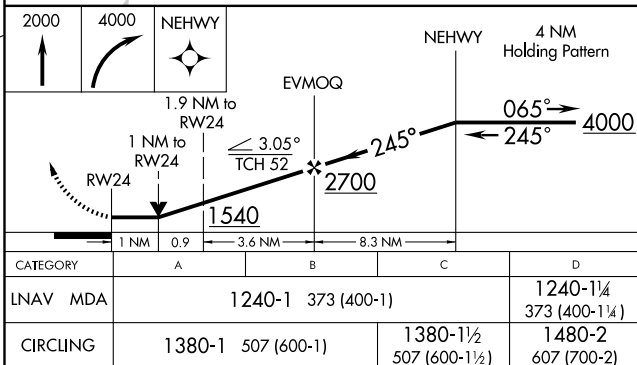
UNICOM  
**122.95**



ELEV 873



MIRL Rwy 6-24  
 MIRL Rwy 18-36  
 HIRL Rwy 12-30  
 REIL Rws 6, 18, 24, and 36



WAAS CH <b>78201</b> <b>W30A</b>	APP CRS <b>305°</b>	Rwy Idg TDZE Apt Elev	<b>8400</b> <b>867</b> <b>873</b>
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# RNAV (GPS) RWY 30

WATERLOO RGNL (A.L.O.)

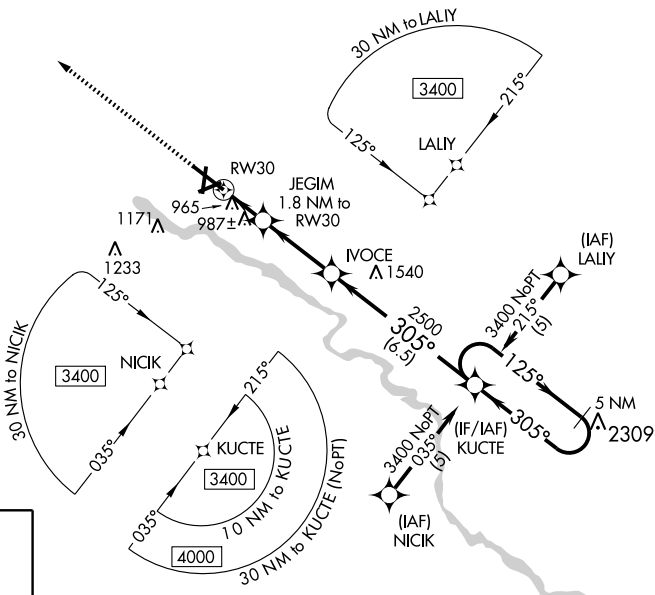
**▼** Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.  
**▲** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Independence altimeter setting and increase all DAs/MDAs 80 feet. DME/DME-0.3 RNP NA. Baro-VNAV and VDP NA when using Independence altimeter setting.

MALSR

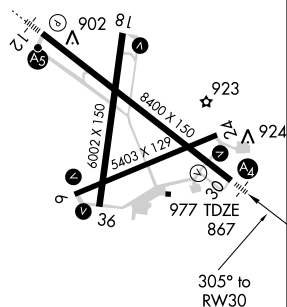


MISSED APPROACH: Climb to 3400 direct EYUCE and hold.

ATIS <b>120.65</b>	WATERLOO APP CON* <b>118.9 251.15</b>	WATERLOO TOWER* <b>125.075 (CTAF) 0 257.8</b>	GND CON <b>121.9 269.1</b>	UNICOM <b>122.95</b>
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ELEV 873



MIRL Rwy 6-24  
 MIRL Rwy 18-36  
 HIRL Rwy 12-30  
 REIL Rws 6, 18, 24, and 36

3400 EYUCE		JEGIM 1.8 NM to RW30		IVOCE		KUCUTE 5 NM Holding Pattern	
*LNAV only		*1.2 NM to RW30		1480*		2500	
RW30		1.2		0.6		3.1 NM	
CATEGORY		A		B		C	
LPV DA		1117-3/4		250 (300-3/4)			
LNAV/VNAV DA		1299-1 1/2		432 (500-1 1/2)			
LNAV MDA		1300-3/4 433 (500-3/4)		1300-1 1/4 433 (500-1 1/4)		1300-1 1/2 433 (500-1 1/2)	
CIRCLING		1380-1 1/2 507 (600-1 1/2)				1480-2 607 (700-2)	

WATERLOO, IOWA

Orig 09015

42°33'N-92°24'W

WATERLOO RGNL (A.L.O.)  
**RNAV (GPS) RWY 30**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

APP CRS	Rwy Idg	<b>6002</b>
<b>005°</b>	TDZE	<b>869</b>
	Apt Elev	<b>873</b>

# RNAV (GPS) RWY 36

WATERLOO RGNL (ALO)

**V** GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

**A** NA

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct GOPEV WP and hold.

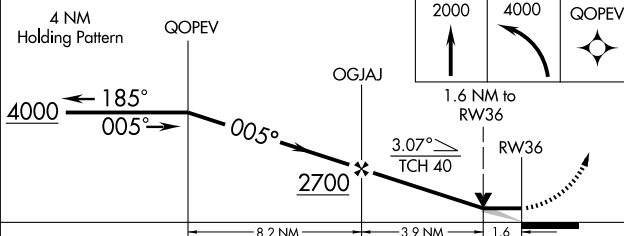
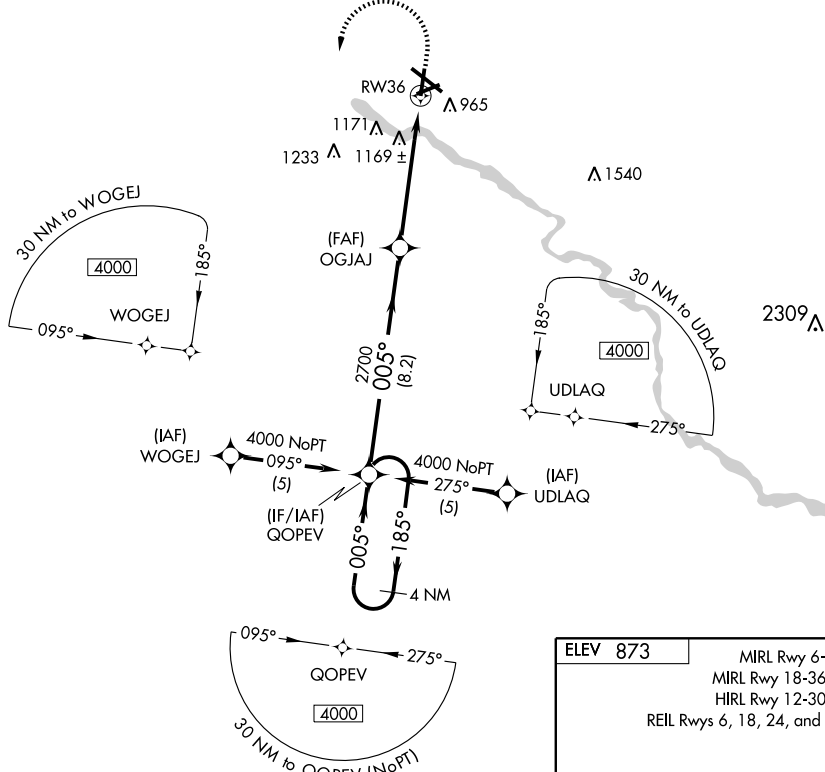
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

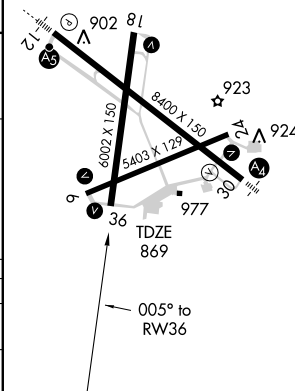
UNICOM  
**122.95**



CATEGORY	A	B	C	D
LNVA MDA	1420-1 551 (600-1)	1420-1½ 551 (600-1½)	1420-1¾ 551 (600-1¾)	1420-2 607 (700-2)
CIRCLING	1420-1 547 (600-1)	1420-1½ 547 (600-1½)	1420-1¾ 547 (600-1¾)	1480-2 607 (700-2)

ELEV 873

MIRL Rwy 6-24  
MIRL Rwy 18-36  
HIRL Rwy 12-30  
REIL Rws 6, 18, 24, and 36





VORTAC ALO  
**112.2**  
Chan **59**

APP CRS  
**294°**

Rwy Idg  
TDZE  
Apt Elev  
**8400**  
**867**  
**873**

**VOR/DME RWY 30**  
WATERLOO RGNL (ALO)

▼ Inoperative table does not apply to Cat C.  
▲ If local altimeter setting not received, use Independence  
altimeter setting and increase all MDAs 80 feet.

MALSR  
=

MISSED APPROACH: Climb to 3500 via ALO R-302 to  
SEATS Int/13.3 DME and hold.

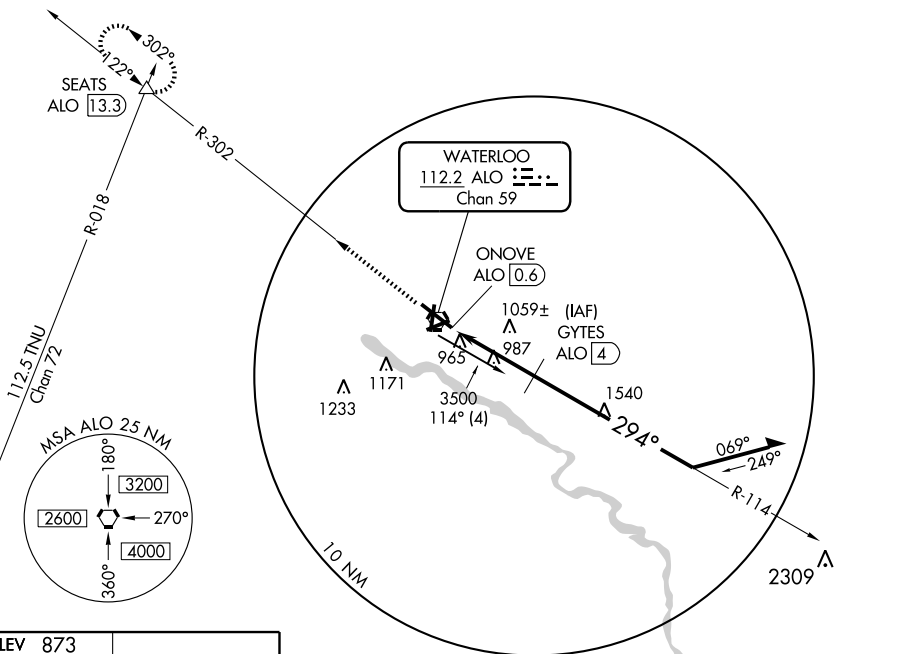
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

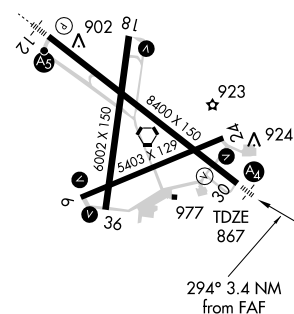
WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

UNICOM  
**122.95**



ELEV 873



3500  
ALO R-302

SEATS  
△

GYTES  
ALO 4

Remain  
within 10 NM

ONOVE  
ALO 0.6

ALO 1.8

2100

VGS and descent  
angles not coincident.

CATEGORY	A	B	C	D
S-30	1320-¾ 453 (500-¾)		1320-1¼ 453 (500-1¼)	1320-1½ 453 (500-1½)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24  
MIRL Rwy 18-36  
HIRL Rwy 12-30  
REIL Rws 6, 18, 24, and 36

WATERLOO, IOWA  
Amdt 15 09071

42°33'N-92°24'W

WATERLOO RGNL (ALO)  
**VOR/DME RWY 30**

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC ALO  
**112.2**  
Chan **59**

APP CRS  
**052°**

Rwy Idg  
TDZE **868**  
Apt Elev **873**

**VOR RWY 6**  
WATERLOO RGNL (ALO)

**▼** When control tower closed, straight-in minimums not authorized at night.

**MISSED APPROACH:** Climbing right turn to 3300 via ALO R-090 to DEWAR Int and hold.

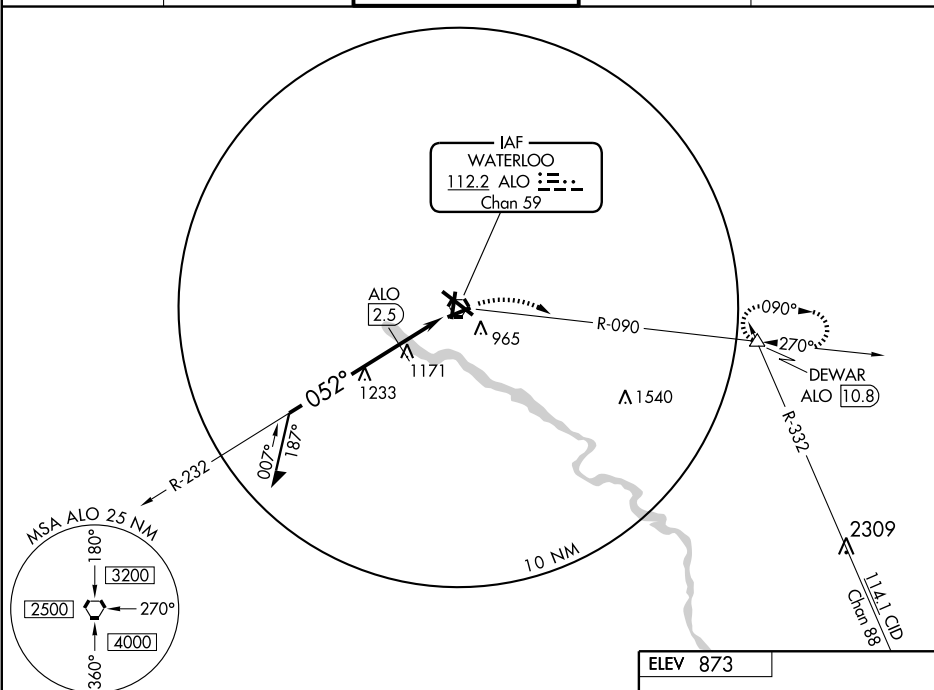
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

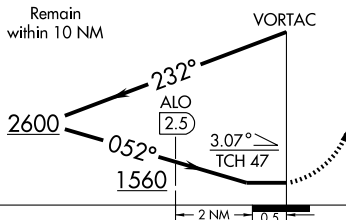
GND CON  
**121.9 269.1**

UNICOM  
**122.95**

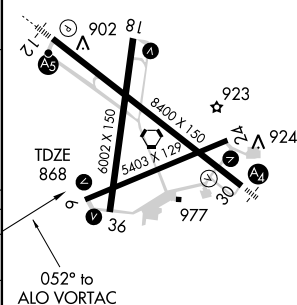


ELEV 873

Remain within 10 NM



3300  
DEWAR  
ALO R-090



CATEGORY	A	B	C	D
S-6	1560-1 692 (700-1)		1560-2 692 (700-2)	1560-2¼ 692 (700-2¼)
CIRCLING	1560-1 687 (700-1)		1560-2 687 (700-2)	1560-2¼ 687 (700-2¼)
DME MINIMUMS				
S-6	1440-1 572 (600-1)		1440-1½ 572 (600-1½)	1440-1¾ 572 (600-1¾)
CIRCLING	1440-1 567 (600-1)		1440-1½ 567 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24  
MIRL Rwy 18-36  
HIRL Rwy 12-30  
REIL Rws 6, 18, 24, and 36

VORTAC ALO  
**112.2**  
Chan **59**

APP CRS  
**127°**

Rwy Idg  
TDZE **873**  
Apt Elev **873**

**VOR RWY 12**  
WATERLOO RGNL (ALO)

▼ If local altimeter setting not received, use Independence  
▲ altimeter setting and increase all MDAs 80 feet.

MALSR  
A5

MISSED APPROACH: Climbing left turn to 3300 via ALO  
R-090 to DEWAR Int and hold.

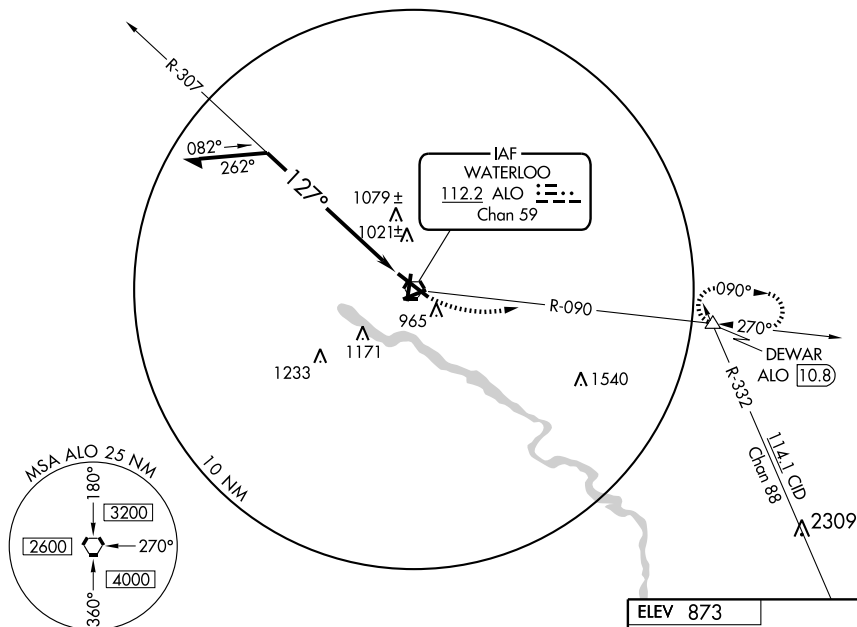
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

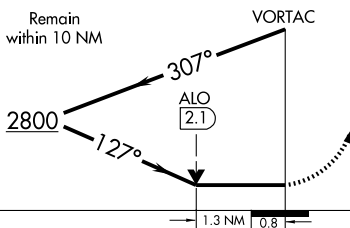
WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

UNICOM  
**122.95**



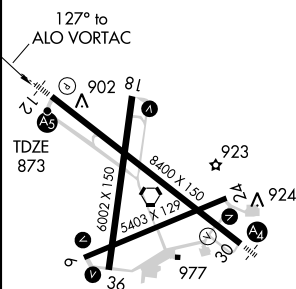
Remain  
within 10 NM



3300  
ALO R-090

DEWAR  
△

ELEV 873



CATEGORY	A	B	C	D
S-12	1340/24 467 (500-½)		1340/40 467 (500-¾)	1340/50 467 (500-1)
CIRCLING	1380-1 507 (600-1)		1380-1½ 507 (600-1½)	1480-2 607 (700-2)

MIRL Rwy 6-24  
MIRL Rwy 18-36  
HIRL Rwy 12-30  
REIL Rws 6, 18, 24, and 36

VORTAC ALO <b>112.2</b> Chan 59	APP CRS <b>165°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>870</b> <b>873</b>
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# VOR RWY 18

WATERLOO RGNL (ALO)



MISSED APPROACH: Climbing right turn to 2800 via ALO R-209 to NEVIS Int and hold.

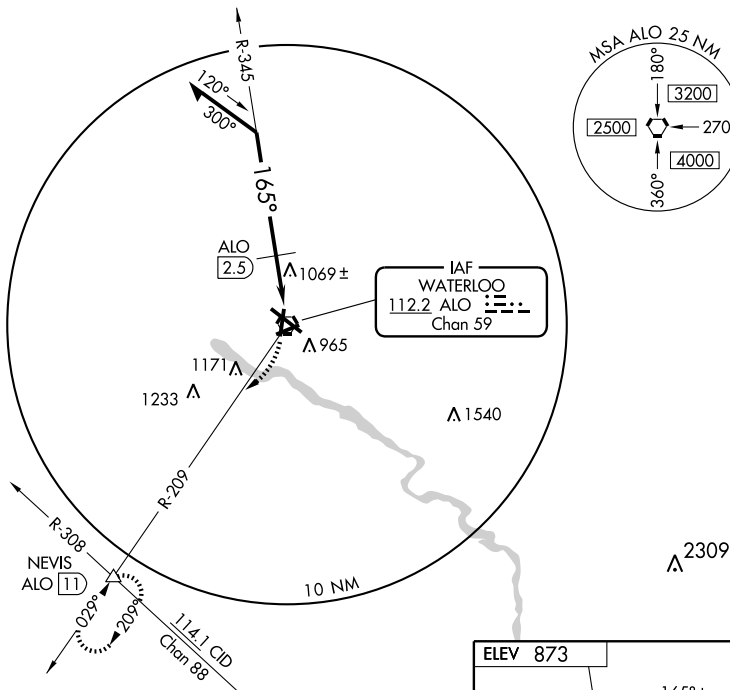
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

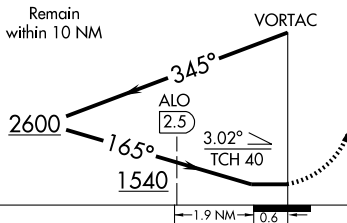
WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

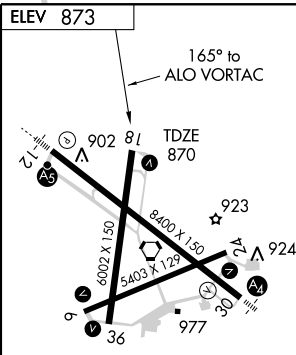
UNICOM  
**122.95**



Remain within 10 NM



2800  
ALO R-209  
NEVIS



CATEGORY	A	B	C	D
S-18	1540-1 670 (700-1)		1540-1 670 (700-1 3/4)	1540-2 670 (700-2)
CIRCLING	1540-1 667 (700-1)		1540-1 667 (700-1 3/4)	1540-2 667 (700-2)
DME MINIMUMS				
S-18	1320-1 450 (500-1)		1320-1 450 (500-1 1/4)	1320-1 450 (500-1 1/2)
CIRCLING	1380-1 507 (600-1)		1380-1 507 (600-1 1/2)	1480-2 607 (700-2)

MIRL Rwy 6-24  
MIRL Rwy 18-36  
HRL Rwy 12-30  
REIL Rws 6, 18, 24, and 36

VORTAC ALO <b>112.2</b> Chan 59	APP CRS <b>253°</b>	Rwy Idg TDZE Apt Elev	<b>5403</b> <b>867</b> <b>873</b>
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# VOR RWY 24

WATERLOO RGNL (ALO)

**T** When control tower closed, straight-in minimums not authorized at night.

**NA**

MISSED APPROACH: Climb to 1500, then climbing left turn to 2800 via ALO R-209 to NEVIS Int and hold.

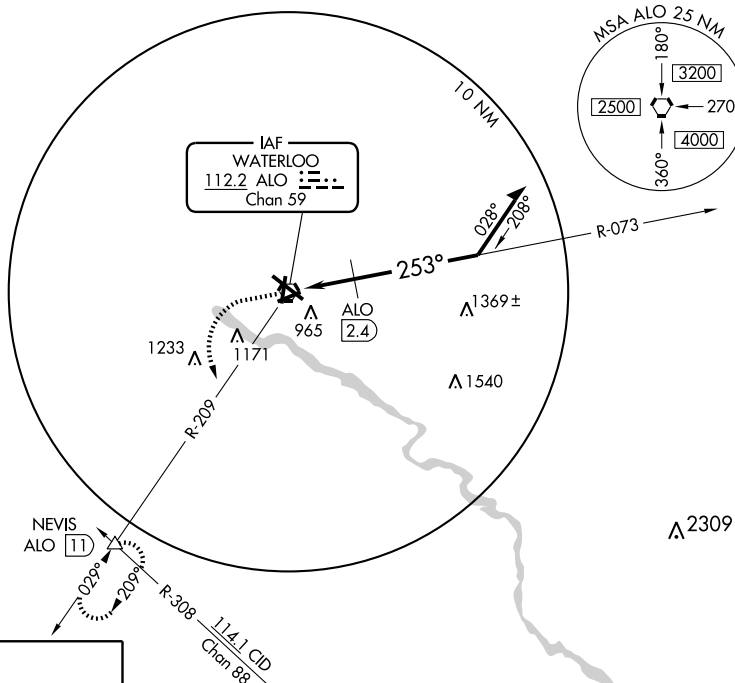
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

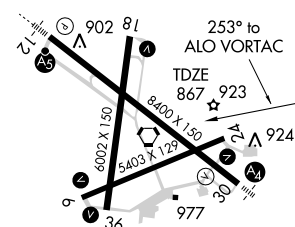
WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

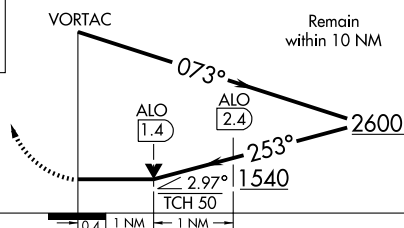
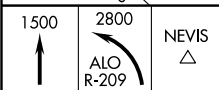
UNICOM  
**122.95**



ELEV 873



MIRL Rwy 6-24  
MIRL Rwy 18-36  
HIRL Rwy 12-30  
REIL Rws 6, 18, 24, and 36



CATEGORY	A	B	C	D
S-24	1540-1	673 (700-1)	1540-2 673 (700-2)	1540-2¼ 673 (700-2¼)
CIRCLING	1540-1	667 (700-1)	1540-2 667 (700-2)	1540-2¼ 667 (700-2¼)

#### DME MINIMUMS

S-24	1240-1	373 (400-1)	1240-1¼ 373 (400-1¼)
CIRCLING	1380-1	507 (600-1)	1380-1½ 507 (600-1½)

WATERLOO, IOWA

Amdt 16 09071

42°33'N-92°24'W

WATERLOO RGNL (ALO)

# VOR RWY 24

VORTAC ALO <b>112.2</b> Chan 59	APP CRS <b>016°</b>	Rwy Idg TDZE Apt Elev	<b>6002</b> <b>869</b> <b>873</b>
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# VOR RWY 36

WATERLOO RGNL (ALO)



MISSED APPROACH: Climbing left turn to 2800 via ALO R-347 to BREMA Int and hold.

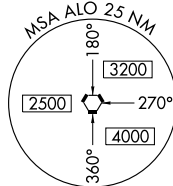
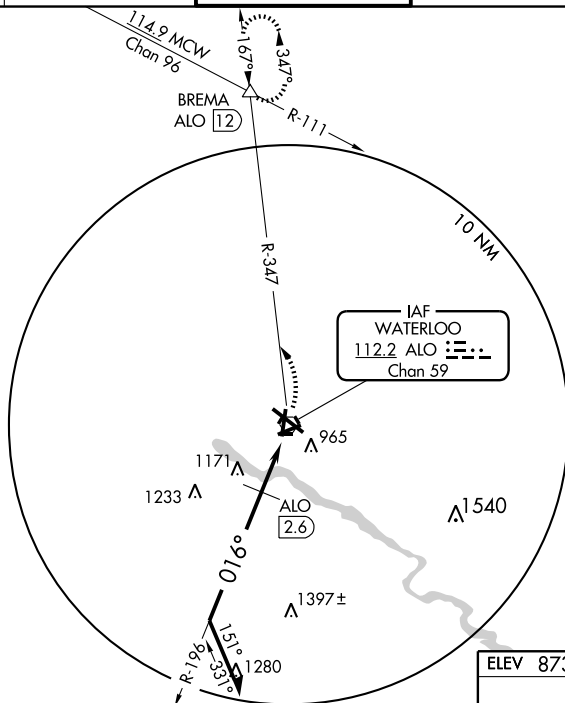
ATIS  
**120.65**

WATERLOO APP CON ★  
**118.9 251.15**

WATERLOO TOWER ★  
**125.075 (CTAF) 257.8**

GND CON  
**121.9 269.1**

UNICOM  
**122.95**

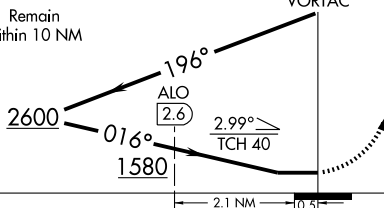


Remain  
within 10 NM

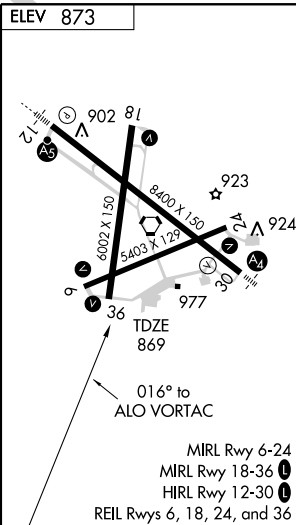
VORTAC

2800  
ALO R-347

BREMA  
△



CATEGORY	A	B	C	D
S-36	1580-1 711 (800-1)		1580-2 711 (800-2)	1580-2 711 (800-2 1/4)
CIRCLING	1580-1 707 (800-1)		1580-2 707 (800-2)	1580-2 707 (800-2 1/4)
DME MINIMUMS				
S-36	1440-1 571 (600-1)		1440-1 571 (600-1 1/2)	1440-1 571 (600-1 3/4)
CIRCLING	1440-1 567 (600-1)		1440-1 567 (600-1 1/2)	1480-2 607 (700-2)



**WAUKON** N43°16.81' W91°32.24' NOTAM FILE FOD.  
 (L) **VORTAC** 116.6 UKN Chan 113 084° 3.0 NM to Waukon Muni. 1288/5E.  
**RCO** 122.1R 116.6T (FORT DODGE RADIO)

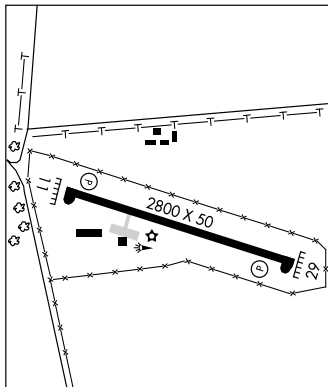
**CHICAGO**  
 L-28G

**WAUKON MUNI** (YØ1) 1 NE UTC-6(-5DT) N43°16.83' W91°28.17'  
 1281 **FUEL** 100LL NOTAM FILE FOD  
**RWY 07-25:** H2413X60 (ASPH) LIRL 0.9% up W  
**RWY 07:** Sign.  
**AIRPORT REMARKS:** Unattended.  
**COMMUNICATIONS:** CTAF 122.9

**CHICAGO**

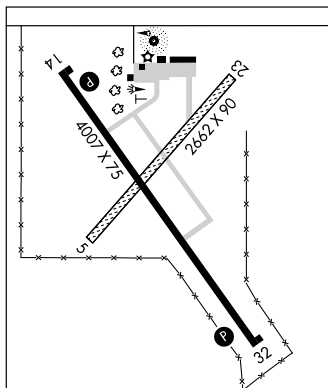
**WAVERLY MUNI** (C25) 2 NW UTC-6(-5DT) N42°44.52' W92°30.48'  
 992 B S3 **FUEL** 100LL NOTAM FILE FOD  
**RWY 11-29:** H2800X50 (ASPH) S-12.5, D-16 LIRL 0.3% up NW  
**RWY 11:** REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.  
**RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 30'.  
**AIRPORT REMARKS:** Attended 1400-2300Z±. Ground drops off approximately 50-75 ft at end of Rwy 11 safety area. Rwy 11 P-lines L and R on apch. P-line right on apch marked with ball markers. ACTIVATE LIRL Rwy 11-29—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 (R) **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)  
**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z±)  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.  
**WATERLOO (H) VORTACW** 112.2 ALO Chan 59 N42°33.39' W92°23.94' 331° 12.1 NM to fld. 865/6E.  
**HIWAS.**

**CHICAGO**  
 L-28F  
 IAP



**WEBSTER CITY MUNI** (EBS) 3 SW UTC-6(-5DT) N42°26.19' W93°52.14'  
 1122 B S4 **FUEL** 100LL, JET A NOTAM FILE EBS  
**RWY 14-32:** H4007X75 (CONC) S-15 MIRL 0.4% up NW  
**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.  
**RWY 32:** REIL. PAPI(P2L)—GA 3.0° TCH 30'. Fence.  
**RWY 05-23:** 2662X90 (TURF)  
**RWY 05:** Fence.  
**AIRPORT REMARKS:** Attended 1300Z±-dusk. Rwy 05-23 CLOSED Nov-Apr. CAUTION: ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 05 and Rwy 23 thlds and edges marked with cones. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 127.825 (515) 832-2794.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**MINNEAPOLIS CENTER APP/DEP CON** 134.0  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.  
**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67' W94°17.69' 112° 21.6 NM to fld. 1164/7E. **HIWAS.**  
**NDB (MHW)** 323 EBS N42°26.48' W93°52.16' at fld.  
 NOTAM FILE EBS.

**OMAHA**  
 L-12J  
 IAP



**WEST UNION** N42°56.63' W91°46.94' NOTAM FILE FOD.  
**NDB (MHW)** 278 XWY 350° 2.5 NM to George L. Scott Muni.

**CHICAGO**  
 L-28F

VORTAC ALO <b>112.2</b> Chan <b>59</b>	APP CRS <b>331°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>992</b>
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**VOR or GPS-A**  
WAVERLY MUNI (C25)

▼ RADAR not available when Waterloo Tower is closed.  
▲ NA Use Waterloo altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct ALO VORTAC and hold.

WATERLOO APP CON ★  
**118.9 251.15**

UNICOM  
**122.8 (CTAF)** 0

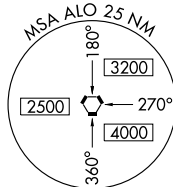
## DME or RADAR REQUIRED

NoPT for arrivals on  
ALO VORTAC airway  
radials 090°  
clockwise 209°

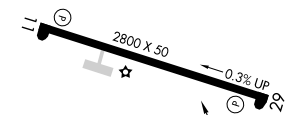
Λ 1353  
(MAJOH)

LASIE  
ALO 7  
RADAR

IAF  
WATERLOO  
112.2 ALO  
Chan 59

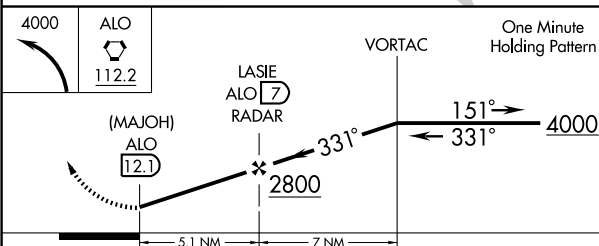


ELEV 992



REIL Rwy 11 and 29  
URL Rwy 11-29 0

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
CIRCLING	1540-1	550 (600-1)	1540-1½ 550 (600-1½)	NA



**WAUKON** N43°16.81' W91°32.24' NOTAM FILE FOD.  
 (L) **VORTAC** 116.6 UKN Chan 113 084° 3.0 NM to Waukon Muni. 1288/5E.  
**RCO** 122.1R 116.6T (FORT DODGE RADIO)

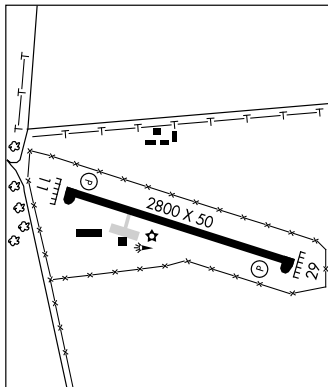
**CHICAGO**  
 L-28G

**WAUKON MUNI** (YØ1) 1 NE UTC-6(-5DT) N43°16.83' W91°28.17'  
 1281 **FUEL** 100LL NOTAM FILE FOD  
**RWY 07-25:** H2413X60 (ASPH) LIRL 0.9% up W  
**RWY 07:** Sign.  
**AIRPORT REMARKS:** Unattended.  
**COMMUNICATIONS:** CTAF 122.9

**CHICAGO**

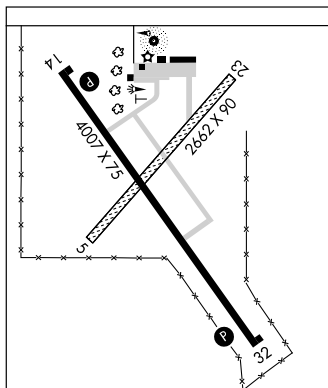
**WAVERLY MUNI** (C25) 2 NW UTC-6(-5DT) N42°44.52' W92°30.48'  
 992 B S3 **FUEL** 100LL NOTAM FILE FOD  
**RWY 11-29:** H2800X50 (ASPH) S-12.5, D-16 LIRL 0.3% up NW  
**RWY 11:** REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.  
**RWY 29:** REIL. PAPI(P2L)—GA 3.0° TCH 30'.  
**AIRPORT REMARKS:** Attended 1400-2300Z±. Ground drops off approximately 50-75 ft at end of Rwy 11 safety area. Rwy 11 P-lines L and R on apch. P-line right on apch marked with ball markers. ACTIVATE LIRL Rwy 11-29—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 (R) **WATERLOO APP/DEP CON** 118.9 (1200-0200Z±)  
**CHICAGO CENTER APP/DEP CON** 118.9 (0200-1200Z±)  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE ALO.  
**WATERLOO (H) VORTACW** 112.2 ALO Chan 59 N42°33.39' W92°23.94' 331° 12.1 NM to fld. 865/6E.  
**HIWAS.**

**CHICAGO**  
 L-28F  
 IAP



**WEBSTER CITY MUNI** (EBS) 3 SW UTC-6(-5DT) N42°26.19' W93°52.14'  
 1122 B S4 **FUEL** 100LL, JET A NOTAM FILE EBS  
**RWY 14-32:** H4007X75 (CONC) S-15 MIRL 0.4% up NW  
**RWY 14:** REIL. PAPI(P2L)—GA 3.0° TCH 30'. Road.  
**RWY 32:** REIL. PAPI(P2L)—GA 3.0° TCH 30'. Fence.  
**RWY 05-23:** 2662X90 (TURF)  
**RWY 05:** Fence.  
**AIRPORT REMARKS:** Attended 1300Z±-dusk. Rwy 05-23 CLOSED Nov-Apr. CAUTION: ultralight activity on and invof arpt. Rwy 32 is calm wind rwy. Rwy 05 and Rwy 23 thlds and edges marked with cones. ACTIVATE MIRL Rwy 14-32, PAPI Rwy 14 and Rwy 32—CTAF.  
**WEATHER DATA SOURCES:** AWOS-3 127.825 (515) 832-2794.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
**MINNEAPOLIS CENTER APP/DEP CON** 134.0  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.  
**FORT DODGE (H) VORTACW** 113.5 FOD Chan 82 N42°36.67' W94°17.69' 112° 21.6 NM to fld. 1164/7E. **HIWAS.**  
**NDB (MHW)** 323 EBS N42°26.48' W93°52.16' at fld.  
 NOTAM FILE EBS.

**OMAHA**  
 L-12J  
 IAP



**WEST UNION** N42°56.63' W91°46.94' NOTAM FILE FOD.  
**NDB (MHW)** 278 XWY 350° 2.5 NM to George L. Scott Muni.

**CHICAGO**  
 L-28F

NDB EBS <b>323</b>	APP CRS <b>330°</b>	Rwy Idg TDZE Apt Elev	<b>4007</b> <b>1121</b> <b>1121</b>
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# NDB RWY 32

WEBSTER CITY MUNI (EBS)



NA

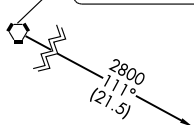
MISSED APPROACH: Climb to 2700, then left turn direct EBS NDB and hold.

AWOS-3  
**127.825**

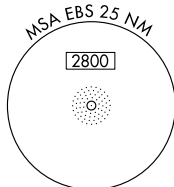
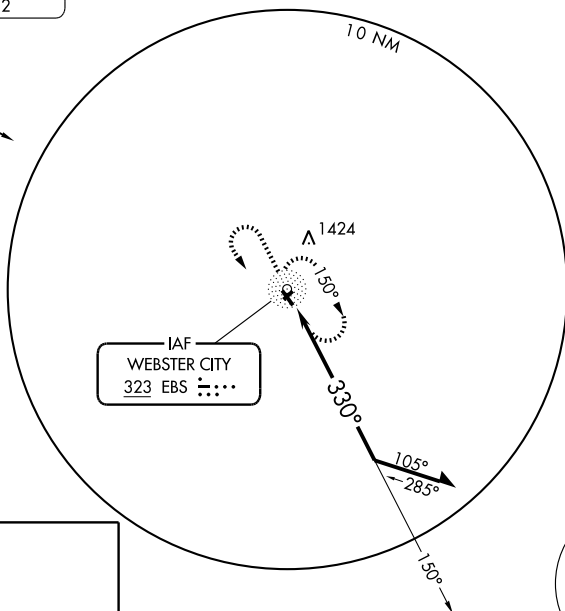
MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 0**

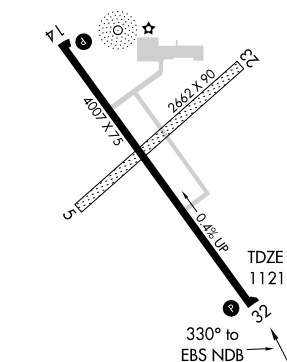
FORT DODGE  
113.5 FOD Chan 82



A 1760



ELEV 1121



2700



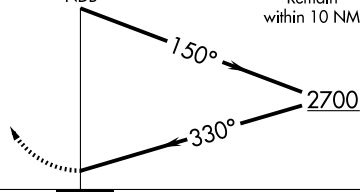
EBS



323

NDB

Remain  
within 10 NM



CATEGORY

A

B

C

D

S-32

1720-1 599 (600-1)

1720-1½

599 (600-1½)

NA

CIRCLING

1720-1 599 (600-1)

1720-1½

599 (600-1½)

NA

WAAS CH <b>90516</b> <b>W32A</b>	APP CRS <b>321°</b>	Rwy Idg TDZE <b>1122</b> Apt Elev <b>1122</b>	<b>4007</b>
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# RNAV (GPS) RWY 32

WEBSTER CITY MUNI (EBS)

Baro-VNAV NA when using Clarion altimeter setting.  
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Clarion altimeter setting and increase all DA 50 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct HOGOD and hold.

AWOS-3  
**127.825**

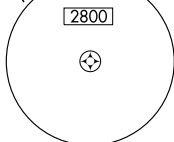
MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 0**

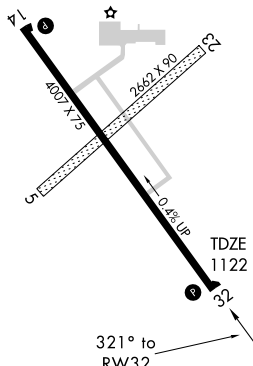
MISSED APCH FIX



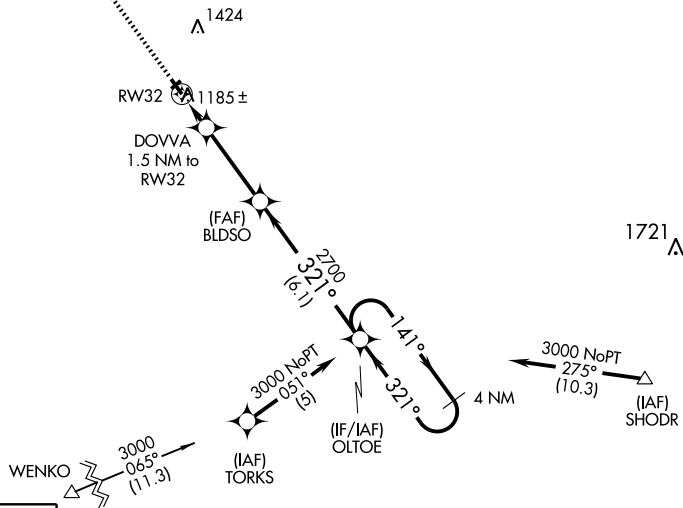
MSA RW32 25 NM



ELEV 1122



REIL Rwy 14 and 32  
MIRL Rwy 14-32 0



3000 HOGOD		OLTOE		4 NM Holding Pattern	
*LNAV only		DOVVA 1.5 NM to RW32	BLD SO	OLTOE	3000
RW32		1.5 NM	3.3 NM	6.1 NM	GS 3.00° TCH 40
CATEGORY		A	B	C	D
LPV DA		1397-1	275 (300-1)		NA
LNAV/VNAV DA		1435-1	313 (400-1)		NA
LNAV MDA		1480-1	358 (400-1)		NA
CIRCLING		1540-1 418 (500-1)	1580-1 458 (500-1)	1640-1½ 518 (600-1½)	NA

WEBSTER CITY, IOWA  
Orig 11FEB10

42°26'N - 93°52'W

WEBSTER CITY MUNI (EBS)  
**RNAV (GPS) RWY 32**

NC-3, 26 AUG 2010 to 23 SEP 2010

VORTAC FOD <b>113.5</b> Chan <b>82</b>	APP CRS <b>111°</b>	Rwy ldg TDZE <b>1116</b> Apt Elev <b>1121</b>
--	------------------------	---

# VOR/DME or GPS RWY 14

WEBSTER CITY MUNI (EBS)



MISSED APPROACH: Climb to 2800, then right turn via FOD R-111 to MERYM/16 DME and hold.

AWOS-3  
**127.825**

MINNEAPOLIS CENTER  
**134.0 288.3**

UNICOM  
**122.8 (CTAF) 0**

NoPT for arrival on FOD VORTAC airway radials 215° clockwise to 003°.

1760

MERYM  
FOD **16**

1424

(MAFED)

10 NM

ELEV 1121

111° 5.3 NM  
from FAF

TDZE  
1116

41

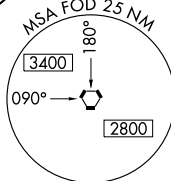
32

2662 X 90

4007 X 75

0.48 UP

REIL Rwy 14 and 32  
MRL Rwy 14-32 **0**



One Minute  
Holding Pattern

VORTAC

MERYM  
FOD **16**

2800

FOD R-111

MERYM  
INT

2800 ← 291°  
111° →

111° ←  
2800

(MAFED)  
FOD **21.3**

16 NM

5.3 NM

CATEGORY	A	B	C	D
S-14	1640-1 524 (600-1)	1640-1¼ 524 (600-1¼)	1640-1½ 524 (600-1½)	NA
CIRCLING	1640-1 519 (600-1)	1640-1¼ 519 (600-1¼)	1640-1½ 519 (600-1½)	NA

## WEST UNION

**GEORGE L SCOTT MUNI** (3Y2) 1 NE UTC-6(-5DT) N42°59.11' W91°47.44'

CHICAGO

1232 B FUEL 100LL NOTAM FILE FOD

RWY 17-35: H4248X60 (CONC) S-21, D-21 MIRL 0.9% up N

RWY 17: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 43'.

**AIRPORT REMARKS:** Unattended. For fuel call 563-422-5842 or 563-422-3966, no credit cards. Drop-off within rwy safety area E of Rwy 17-35 at approximately 1500' from rwy end. PAPI Rwy 17 NSTD, key CTAF 5 times. PAPI Rwy 35 NSTD, key CTAF 5 times.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® MINNEAPOLIS CENTER APP/DEP CON 118.85

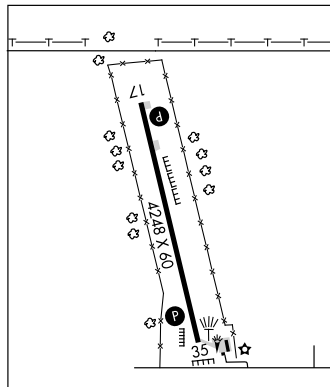
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'

W91°32.24' 207° 20.9 NM to fld. 1288/5E.

WEST UNION NDB (MHW) 278 XWY N42°56.63' W91°46.94'

350° 2.5 NM to fld.



**WINTERSET-MADISON CO** (3Y3) 2 N UTC-6(-5DT) N41°21.77' W94°01.26'

OMAHA

1110 B S4 FUEL 100LL, JET A TPA-1910(800) NOTAM FILE FOD

RWY 14-32: H3000X50 (ASPH) MIRL 0.6% up NW

RWY 14: PAPI(P4L). Thld dsplcd 175'.

RWY 32: PAPI(P2L) Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun on call. Ultralight and sky diving activity on and invof arpt. Rwy 32 is calm wind rwy. Inadequate clnc for holding on the turnaround at the thld of Rwy 32. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32-CTAF.

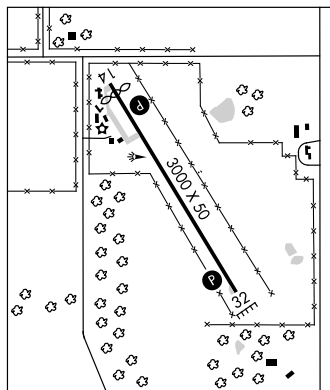
**COMMUNICATIONS:** CTAF/UNICOM 122.7

DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 248° 17.4 NM to fld. 940/7E. HIWAS.



**WOODBINE MUNI** (3Y4) 1 E UTC-6(-5DT) N41°44.17' W95°41.02'

OMAHA

1068 NOTAM FILE FOD

RWY 17-35: 2045X95 (TURF) LIRL

RWY 17: Thld dsplcd 455'. Trees.

RWY 35: Thld dsplcd 545'. Tree.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 edges marked with yellow cones; dsplcd thlds marked with 3 yellow each side.

**COMMUNICATIONS:** CTAF 122.9

**ZANGGER VINTAGE AIRPARK** (See LARCHWOOD)

**ZILOM** N42°19.38' W90°35.94' NOTAM FILE DBQ.

NDB (LOM) 341 DB 310° 6.9 NM to Dubuque Rgnl.

CHICAGO

APP CRS  
**171°**

Rwy Idg **4248**  
TDZE **1232**  
Apt Elev **1232**

# RNAV (GPS) RWY 17

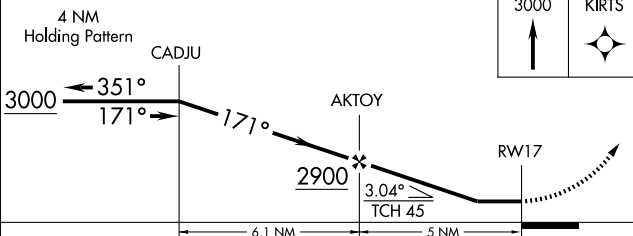
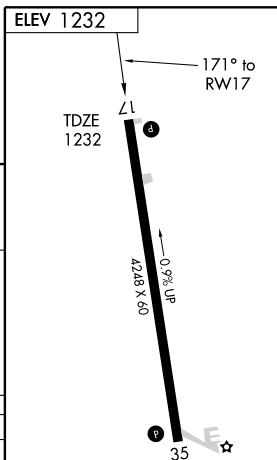
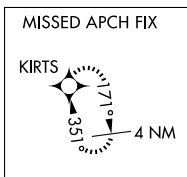
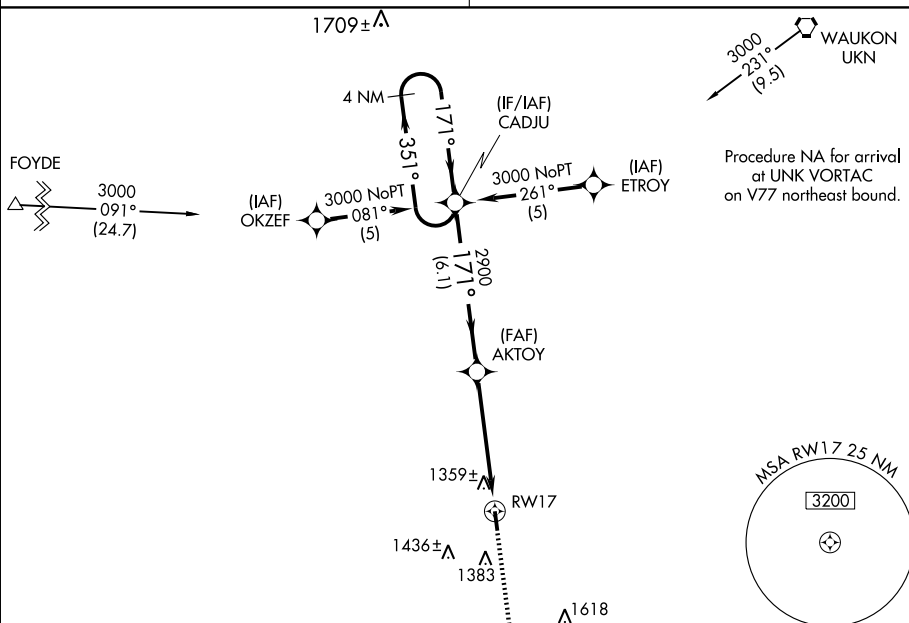
WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

**V** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Waterloo altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct KIRTS and hold.

MINNEAPOLIS CENTER  
**118.85**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1620-1	388 (400-1)		NA
CIRCLING	1740-1	508 (600-1)	1740-1½ 508 (600-1½)	NA

MIRL Rwy 17-35

APP CRS	Rwy Idg	<b>4248</b>
<b>351°</b>	TDZE	<b>1231</b>
	Apt Elev	<b>1232</b>

## RNAV (GPS) RWY 35

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)

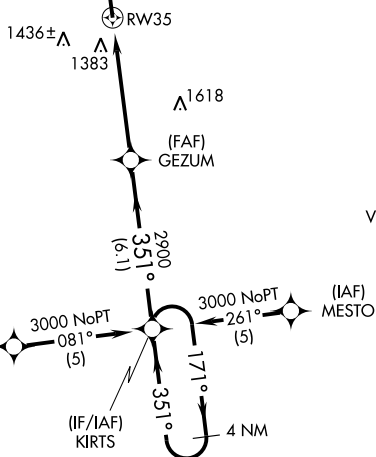
**T** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter  
**A** NA setting on CTAF; when not received, use Waterloo altimeter setting and increase all  
MDA 140 feet, increase LNAV and Circling Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 3000 direct  
CADJU and hold.

MINNEAPOLIS CENTER  
118.85

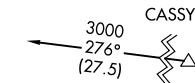
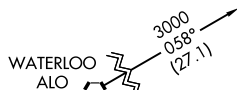
UNICOM  
122.8 (CTAF) **L**

MISSED APCH FIX

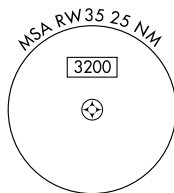


Procedure NA for  
arrival at CASSY on  
V246 southeast bound

Procedure NA for arrival  
at ALO VORTAC  
on airway radials 035 CW 090.

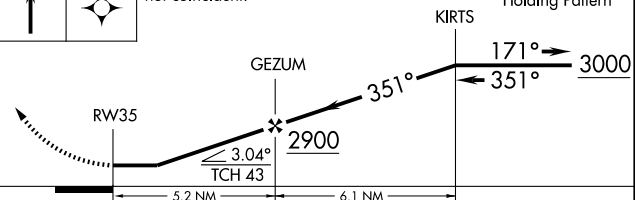


ELEV 1232

 $\Delta^{2120}$ 

3000	CADJU	VGSI and descent angles not coincident.
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4 NM  
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1660-1	429 (500-1)	1660-1¼ 429 (500-1¼)	NA
CIRCLING	1740-1	508 (600-1)	1740-1½ 508 (600-1½)	NA

WEST UNION, IOWA  
Orig 29JUL10

WEST UNION/ GEORGE L. SCOTT MUNI (3Y2)  
W. BNAV (CPS) BNAV 25

42°59'N-91°47'W

RNAV (GPS) RWY 35

NC-3, 26 AUG 2010 to 23 SEP 2010

NC-3, 26 AUG 2010 to 23 SEP 2010





## WEST UNION

**GEORGE L SCOTT MUNI** (3Y2) 1 NE UTC-6(-5DT) N42°59.11' W91°47.44'

CHICAGO

1232 B FUEL 100LL NOTAM FILE FOD

RWY 17-35: H4248X60 (CONC) S-21, D-21 MIRL 0.9% up N

RWY 17: PAPI(P2L)—GA 3.0° TCH 45'. Tree.

RWY 35: PAPI(P2L)—GA 3.0° TCH 43'.

**AIRPORT REMARKS:** Unattended. For fuel call 563-422-5842 or 563-422-3966, no credit cards. Drop-off within rwy safety area E of Rwy 17-35 at approximately 1500' from rwy end. PAPI Rwy 17 NSTD, key CTAF 5 times. PAPI Rwy 35 NSTD, key CTAF 5 times.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® MINNEAPOLIS CENTER APP/DEP CON 118.85

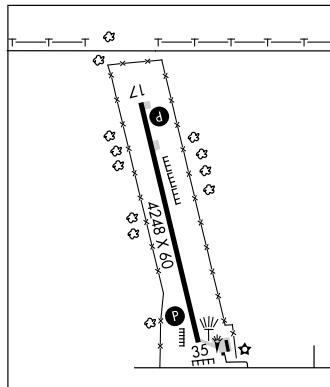
**RADIO AIDS TO NAVIGATION:** NOTAM FILE FOD.

WAUKON (L) VORTAC 116.6 UKN Chan 113 N43°16.81'

W91°32.24' 207° 20.9 NM to fld. 1288/5E.

WEST UNION NDB (MHW) 278 XWY N42°56.63' W91°46.94'

350° 2.5 NM to fld.



**WINTERSET-MADISON CO** (3Y3) 2 N UTC-6(-5DT) N41°21.77' W94°01.26'

OMAHA

1110 B S4 FUEL 100LL, JET A TPA-1910(800) NOTAM FILE FOD

RWY 14-32: H3000X50 (ASPH) MIRL 0.6% up NW

RWY 14: PAPI(P4L). Thld dsplcd 175'.

RWY 32: PAPI(P2L) Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun on call. Ultralight and sky diving activity on and in/ov arpt. Rwy 32 is calm wind rwy. Inadequate clnc for holding on the turnaround at the thld of Rwy 32. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.

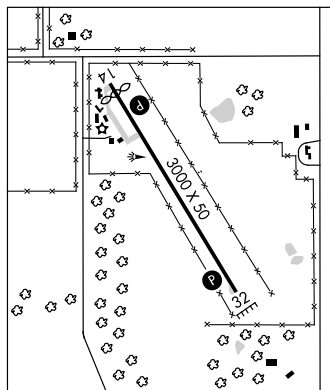
**COMMUNICATIONS:** CTAF/UNICOM 122.7

DES MOINES APP/DEP CON 135.2

**RADIO AIDS TO NAVIGATION:** NOTAM FILE DSM.

DES MOINES (H) VORTACW 117.5 DSM Chan 122 N41°26.22'

W93°38.92' 248° 17.4 NM to fld. 940/7E. HIWAS.



**WOODBINE MUNI** (3Y4) 1 E UTC-6(-5DT) N41°44.17' W95°41.02'

OMAHA

1068 NOTAM FILE FOD

RWY 17-35: 2045X95 (TURF) LIRL

RWY 17: Thld dsplcd 455'. Trees.

RWY 35: Thld dsplcd 545'. Tree.

**AIRPORT REMARKS:** Unattended. Rwy 17-35 edges marked with yellow cones; dsplcd thlds marked with 3 yellow each side.

**COMMUNICATIONS:** CTAF 122.9

**ZANGGER VINTAGE AIRPARK** (See LARCHWOOD)

**ZILOM** N42°19.38' W90°35.94' NOTAM FILE DBQ.

NDB (LOM) 341 DB 310° 6.9 NM to Dubuque Rgnl.

CHICAGO

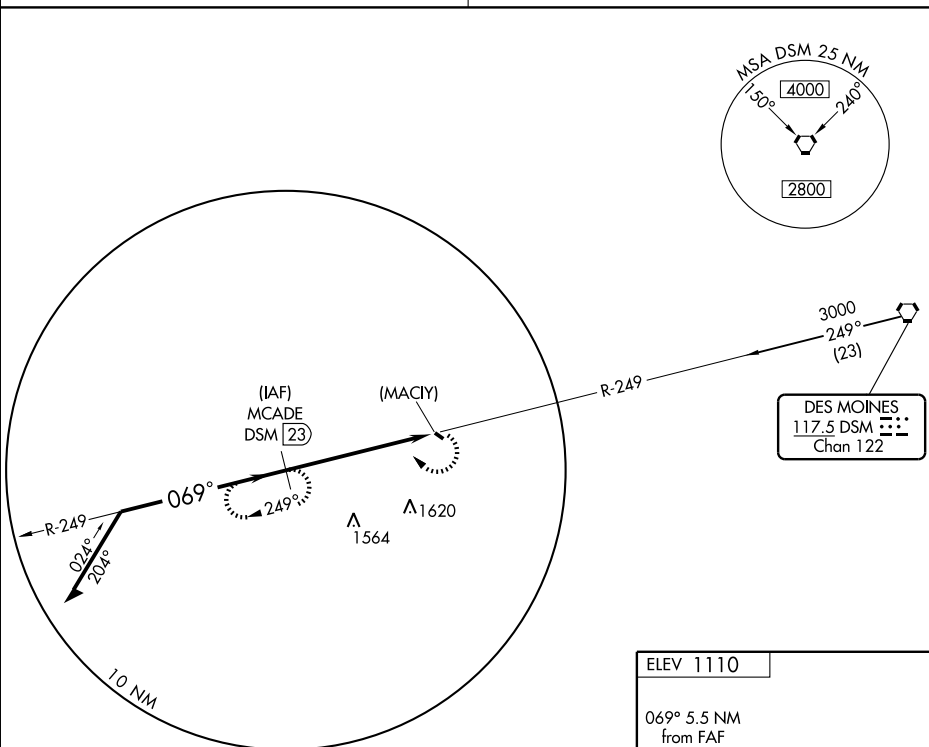
VORTAC DSM <b>117.5</b> Chn <b>122</b>	APP CRS <b>069°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>1110</b>
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VOR/DME or GPS-A  
WINTERSET-MADISON COUNTY (3Y3)

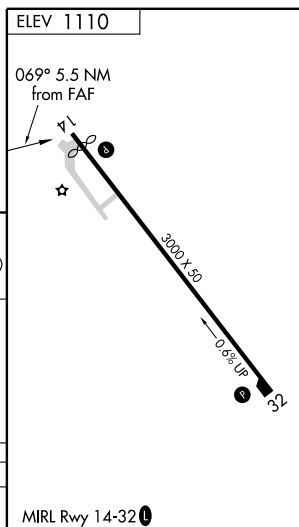
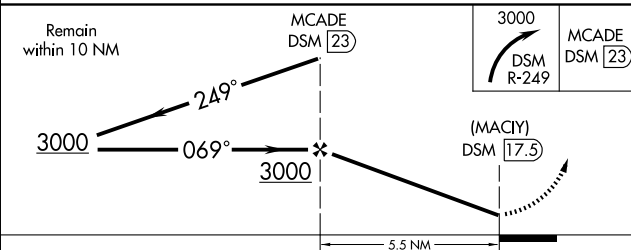
**T**  
**A**NA Use Des Moines altimeter setting.

**MISSED APPROACH:** Climbing right turn to 3000 via DSM R-249 to MCADE/23 DME and hold.

DES MOINES APP CON  
135.2 360.7

UNICOM  
122.7 (CTAF) **L**

1725



CATEGORY	A	B	C	D
CIRCLING	1780-1 670 (700-1)		NA	

MIRL Rwy 14-32 **L**